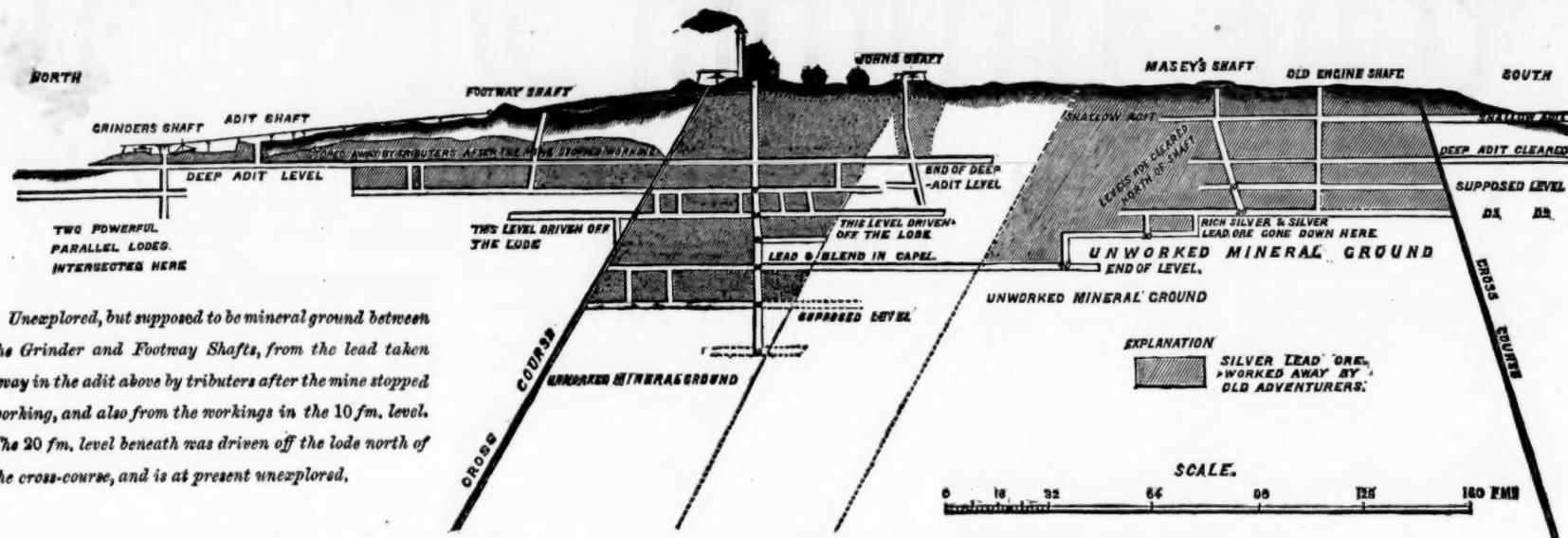


LONGITUDINAL SECTION OF OLD TREBURGETT SILVER AND SILVER-LEAD MINE.



Unexplored, but supposed to be mineral ground between the Grinder and Footway Shafts, from the lead taken away in the adit above by tributaries after the mine stopped working, and also from the workings in the 10 fm. level. The 20 fm. level beneath was driven off the lode north of the cross-course, and is at present unexplored.

FOREIGN MINES.

BATTLE MOUNTAIN.—Captain Richards, June 15: Virgin: In the 113 feet level, north of Hallow's shaft, it is intended to sink a wing down on the course of the lode for proof of same, near the point where first cut through in the 113 cross-cut from the shaft, and where some fine specimens of copper ore, in black oxide, of high produce were obtained; a trip-plat has been cut in this level, and a tramroad laid therein for economising labour. In the 73 feet level, north of Hallow's shaft, the lode is from 2 to 8 feet wide, composed of a small proportion of quartz, with good spars and stones of green carbonate, and green carbonate and red oxide—a good-looking and very promising lode. In the stopes (Jack's) in the back of this level, the ore ground having led back to where the ground was stoned away on my arrival, operations will be continued through the old still, and the ore stuff lodging on it will be sent to surface and assayed, which so far as we can see will pay well for so doing. In the 37 feet level, north of Hallow's shaft, the lode is of large size, and producing some good occasional stones of ore, in green carbonate and red and black copper—a very promising lode, and the end advancing with good speed.—**Lake Superior:** It is intended to sink Price's shaft deep enough to be in a level with the 113 at Virgin, and whenever it may be thought advisable in driving south herefrom to communicate with the Virgin we can do so; this, in addition to giving increased ventilation, will act as a cross-cut, proving the ground between the two points also. This, however, can only be done when our time and number of men admit. Ore raised during the week 430 sacks.

EXCHEQUER (Gold and Silver), June 6: Six feet were made in the north drift last week. The cross drift from the upper tunnel is in 30 ft., and is run through some beautiful quartz, from which I took the piece which gave so much gold. I am now driving on it (north-west), and saving the ore, which will average \$40 a ton, elebly gold, although it may turn to silver again at depth. I have commenced this afternoon stoning in the south drift, and shall strike the rich shoot above in a 30-ft. rise. The cattle haul lumber from the mill to the mine daily.

EBERHARDT AND AURORA.—The directors have received eleven bars of silver by the steamer Colorado, valued at \$2600.

ECLIPSE (Gold).—The directors have received a report from Mr. H. Tregelles, June 1, from which the following is an extract:—The Eclipse Mine to-day has a better appearance than at any time since its existence. In my last I informed you that we had sunk Haymen's shaft 100 feet below the 220, and had commenced to drive north on the course of the lode. We are in 38 feet. I then said, "I felt assured it was the best piece of ground in the mine." My opinion was based upon the visible gold in the quartz in sinking the last 70 ft. In driving we soon got into a good lode, showing gold far more plentifully than in sinking the shaft, and I am pleased to say coarser gold, with but very little base metal in the lode, which is fully 7 feet wide.

ALMADA AND TIRITO (Silver).—Mr. Clemons, the manager, reports on May 23 that the net profit for April is \$2692. This falling off is owing to unavoidable stoppages during the erection of the new battery, and temporary scarcity of water, consequent upon an exceptionally dry season. The more powerful engine has been erected in lieu of the old one, and the 30 stamps are now at work. A further shipment of 92 bags of silver ore is advised. The lode looking well.

UTAH.—The directors have advices that the 80 tons of bullion, lately sold for 40¢ per ton, were taken from the lowest workings of the mine.

IMPERIAL OTTOMAN.—J. B. Champion, June 24: Since my last report the men have squared the cross-cut and driven 6 in. more into the lode. The composition is similar to what was reported in my last week's report, with the exception of not so much lead. We are forcing the driving as fast as possible, but have been delayed for the want of powder. If any improvement takes place I will let you know by telegram, as I doubt if we have reached the best part of the lode yet. There is no particular alteration to report in any other part of the mine.

PESTARENA UNITED (Gold).—The directors have received a telegram announcing that the return of gold for the month of June amounted to 438 ozs. from 708 tons of ore.

VAL ANTIGORIA (Gold).—Thomas Roberts, July 3: We melted and consigned on the 1st the gold obtained in June month, resulting in 807 grammes, equal to 25 ozs., 19 dwt., 16 grs., obtained in 24 days from 45 tons 16 cwt. of ore. Under-ground: In the 30 end driving south the lode continues regular, and more compact than it has been for some time past. We estimate the lode in this end to yield at present 1½ tons of average ore per fathom. The stopes in the back of this level yield 2 tons per fathom. The 20 end south continues to produce 1 ton of ore per fathom. This end is approaching the ancient Morain, near which we are looking forth for an improvement, as was the case in the back of the 10, and at the present time in an intermediate level driving south between the 20 and 10, where the lode yields 2 tons of ore per fathom.

COAL IN PANAMA.—An unexpected and most important discovery of coal beds on the Isthmus of Panama, and within the last five weeks brought practically before public attention, seems likely to effect great changes in steam navigation in the Atlantic and Pacific Oceans. Singularly enough, the fact of the existence of coal on the Isthmus is directly at variance with the theories of the great Humboldt, and other eminent physical geographers, who were of opinion that coal could never be found of good quality and in large quantities in volcanic countries. As these coal beds may be said to be inexhaustible, the importance of the discovery to commerce can hardly be over-estimated. There is water communication with the Atlantic by way of the Rio Indio, on the banks of which the coal lies.

FORMATION OF GOLD NUGGETS.—Mr. C. Wilkinson announced lately to the Royal Society of Victoria that gold when placed in a solution of its chloride undergoes decomposition by contact with organic matter, determines the deposit of much or all the liberated gold upon itself. This fact, first observed by Mr. Dafture, he assumes as accounting for the formation of nuggets. Mr. C. Wilkinson also found that copper, iron, and arsenical pyrites, galena, zinc-blende, stibnite, wolframite, and molybdenite also act as nuclei for gold, thus reduced, but the brown iron-ore and quartz do not. These results have been verified by a critical enquiry conducted by Mr. G. Newberry, analyst to the Geological Survey.

MR. W. SKYEY.—Mr. W. Skey, analyst to the Geological Survey of New Zealand, has communicated to the Wellington Philosophical Society a number of experiments on the same subject. He eliminated the cause of wolframite, &c., as being due to the presence of soluble proto-silts of iron, &c., and therefore had only to investigate the metallic sulphides and arsenides. On pursuing the subject, to his surprise he found that cubes of galena were perfectly gilt when placed in solutions of gold, without the intervention of any organic matter whatever. This direct reduction he has also effected by proto- and bi-sulphides of iron, sulphides of copper, the sulphides of zinc, tin, molybdenum, lead, mercury, silver, antimony, bismuth, arsenic, platinum, and gold; and among the arsenides, molybdate and arsenide of silver. While allowing, therefore, that organic matter had had a share in the reduction of gold, he thinks that by far the greater portion of our gold and silver deposits, especially those situated in the deeper seated rocks and ledges removed from carboniferous strata, have been wholly due to the deoxidizing effects of pyritous minerals.

MR. W. SKYEY.—Mr. W. Skey has also investigated the cause of the loss of gold, experienced by the miners of the Thames gold field, New Zealand. He found by experiment that many samples of the Thames gold, though apparently free from dust or stain, would not amalgamate over their whole surface, some, indeed, even of the finest specimens not in the least. All these specimens were readily amalgamable after washing, or after treatment with cold solutions of cyanide of potassium, nitric acid, chromic acid, or acidified chloride of lime. Suspecting that sulphur in some form was the cause of the inaction, he placed samples of ore and pure gold for a few seconds in sulphuretted hydrogen gas, and found that by this means amalgamation was also entirely obstructed. Alkaline sulphides, or even contact with sulphur in hot water, likewise rendered the gold and mercury incapable of amalgamation. From the fact that boiling these samples in ether, or bisulphide of carbon, does not promote amalgamation, he argues that the sulphur is not in a free state. Sulphurous acid has no action upon it, proving that it is not sulphuretted hydrogen condensed on the surface. He, therefore, believes the combination to be a chemical one, and that the obnoxious film is a true auriferous pyrite. The safest remedy, and that most easily applied, he considers to be the use of the sodium amalgam of Crookes.

INDIA-RUBBER COMPOUNDS.—The invention of Mr. W. CHAPMAN, of New York, consists in subjecting India-rubber or gutta-percha, in solution with sulphur, to the curing action of heat, and in applying it to metal or other substances as an enamel or coating.

ISSUE OF 10,000 SHARES OF £1 EACH IN THE Old Treburgett Silver and Lead Mining COMPANY (LIMITED).

CAPITAL £30,000, IN SHARES OF £1 EACH.

Of which the second issue of £10,000 is now offered for subscription, the first issue of £20,000 having been already taken up.

Ten shillings on application and ten shillings on allotment.

DIRECTORS.

ALEXANDER B. BROWN, Esq., F.G.S., Director of the Vron United Silver-lead Mining Company (Limited).

T. A. MASEY, Esq., F.G.S., Director of the Fronvellan Lead Mining Company (Limited).

CAPT. J. RENNIE, C.B., Chairman of the Northern Silver-lead and Blonde Mining Company (Limited).

SAMUEL TUCKER, Esq., Director of the King Arthur Silver-lead Mine (Limited).

THOS. WATERMAN, Esq., Redland, Bristol.

BROKER—W. L. WEBB, Esq., 8, Finch-lane, London, E.C.

SOLICITORS—MESSRS. KEIGHLEY AND PORTER, 1, Winchester-buildings, E.C.

BANKERS—In London..... THE CITY BANK, Threadneedle-street, E.C.

In Cornwall..... THE LISKEARD DISTRICT BANK (Camelford Branch).

SECRETARY—J. H. TILLY, Esq., 1, Circus-place, Finsbury Circus, London, E.C.

PROSPECTUS.

AGENT'S REPORT.

This property, situate in the parish of St. Teath, Cornwall, was successfully worked 40 years ago, simply as a lead mine, upon one lode only, and merely to the depth of 40 fms. in the south, and 60 fms. in the north part, when, owing to the cutting of a cross lode, an influx of water overpowered the small engine (32 in.) then at work, and led to the cessation of working.

A few years ago it was accidentally discovered that the capel or wall of the lode, thrown away on the rubbish heaps, contained a true silver ore, distinct and separate from the lead, and this ore, gathered from the rubbish heaps which had lain unnoticed for 30 years, realised as much as \$40 ton at a ton.

Some time after this discovery the present company was formed to unwater and rework the mine. A powerful 50-in. pumping-engine has been erected, the mine unwatered, shafts opened, levels cleared, crushing and dressing machinery erected, and other works done requisite for placing the mine in its original dividend-paying state. These operations having been successfully carried out by the first issue of capital, the remaining shares are now offered at par.

The first parcel of lead, silver, and blends ores raised from all parts of the old workings by the present company have just been sold by public tender at the following high prices:—

To Messrs. Sheldon and Bush	1st quality silver lead..	£22 13 6 per ton.
Messrs. Vivian and Son	2d	16 10 0 "
"	1st quality silver ore ..	28 2 0 "
"	2d	18 18 0 "
Bagill Smelting-works	1st quality blends	3 15 6 "
"	2d	3 0 0 "

These satisfactory prices speak for themselves. The commercial value of the ore being thus proved, and the ore-bearing ground having been reached, it only remains to employ further working capital in opening up the mine in depth, with the immediate prospect of highly remunerative returns.

The directors, however, are desirous of not overstating the capabilities of this property, and simply state that they personally entertain a very high opinion of its great value and future prospects, and submit, as the minimum estimate, that if only 1 ton of silver-lead and blends ore be raised per day it will give returns more than sufficient to pay a dividend of 15 per cent. on the total capital. This estimate, they believe, looking to the nature and extent of the old workings, is to be far within what may be fairly looked for.

It is anticipated that the deeper the mine is worked the richer will be the produce, especially of the silver ore, and, consequently, that higher prices will be obtained than those named above.

There are also two powerful parallel argenticiferous lodes unworked in the sett, which the company are desirous of developing without delay.

When it is considered that these three high-priced ores can be mined together at depth by one operation, it will be seen that this mine possesses no ordinary value. The mine being now opened there will be no waiting for an indefinite period for results, as the raising and selling the ore will be simultaneous operations.

The plant consists of a powerful 50-in. pumping-engine, two boilers, and a 22-in. drawing-engine and crusher attached, dressing-floors, store-house, blacksmith's shop, office, &c.

It is hardly necessary to state, it being a well-known fact, that some of the richest mines are those which have been re-worked, viz.—Devon Great Consols, Dolcoath, West Chiverton, Great Wheal Vor, Phoenix Mine, &c.

The mine is open for the inspection of visitors every Wednesday.

Prospects may be had, and a plan of the mine and specimens of the ore, as well as the agreement for the purchase of the property, dated the 25th August, 1869, and made between JOHN HENRY TILLY and THOS. A. MASEY, can be seen at the offices of the company, 1, Circus-place, Finsbury Circus, London.

July 2.—I have great pleasure in submitting to you the following report of this mine, showing the amount of work that has been accomplished, together with its future prospects.—Engine Shaft: The pitwork has been dropped 9 ft below the 40 fm. level, the water drained out, shaft cut down, divided and cast to this depth, and is now a good and permanent shaft. We are now fixing plunger lift at this level, and permanently arranging all our pitwork from this surface. The 40 fm. level south has been reached, cleared, and secured. We found the level full of stuff, in which we had good stones of lead and silver ore. The lode in the end is divided into two parts, each part producing capel, quartz, mundic, flockan. It is altogether from 3 to 4 feet wide, of a most promising appearance, and no doubt will improve in driving, as there is about 40 fm. from thence to Masey's shaft. About 6 fms. behind this end there is profitable lead ground. The workings in the back of the level are very extensive, being in places 10 ft. wide, showing the former workers must have had a very productive lode here. This looks well for the deeper levels we shall drive, as there are no workings below. The lode from the engine-shaft into this run of ore is only partly cut through in places, producing mundic, strong capel, blonde, and a little lead—a very kindly lode. The same level north of the engine-shaft is cleared 40 fms., with more workings still further ahead. This level appears to have been in a continuous run of rich lead ground, as the backs and bottom have all been taken away. There are still some good dredgy lead ores left in the sides, which will pay to take away, especially in the bottom after the water is drained deeper. The 30 fm. level is only cleared a short distance south; the ground is also taken away, and owing to the weak and insecure ground around the shaft north, we did not deem it advisable to clear the level that side of it. The lode in the end of the 20 fm. level south is large, 5 ft. wide, producing 5 cwt. of lead per fathom, with stones of silver ore and blonde—this is a kindly lode. In the same level north a cross-cut has been driven about 10 fms., and intersected the 20 fm. level, which is 2½ ft. wide, composed of flockan, white iron, spar, mundic and capel. The stopes in the back of the 10 still produce good dredgy work for blonde and lead, with good stones of silver ores.

Masey's shaft has been cleared and secured 44 fms. from surface down to what we call the 20 fm. level below the deep adit. In different places around this shaft there is excellent silver ore in the capel. The 20 fm. level north has been cleared 35 fms. in a continuous run of old workings, with some good lead work left in the sides of the level in places (which is now set on tribute); this is the supposed bottom of this part of the mine. From here is a communication down to the 40 through the old backs, which are very extensive. In the deep adit south of Masey's shaft the capel is standing, containing good stones of silver ore. It will be perceived by this report and the section of the mine that the former company must have had a splendid mine on each shoot of ore, which they could not by their machinery have worked but one at a time, hence I imagine the comparatively shallow depth of the old mine at Masey's shaft. By the aid of our present machinery we shall be in a position to operate on each simultaneously from the engine-shaft at deeper levels.

In conclusion, I have only further to add that seeing the extensive run of ore ground so far as cleared, and the shaft merely sunk to the 60, with the run of ore said not to be intersected at that level, together with the high price of the ores, I can only say as in former reports, that if this mine be properly cleared out, and new ground opened up, it will make a good and lasting property, more especially as it will not take a great many tons of silver-lead ore at £22 12s. to pay a profit, to say nothing about the silver or blonde ores in the capel of the lodes. Nothing is being done at the Grinder shaft on the parallel silver lode; but these lodes ought not to be neglected. Our machinery consists of a good 50-in. pumping-engine, 22-in. drawing-engine and crusher attached, capable of crushing any amount of ore we may have. After our pitwork is re-arranged we shall then be in a position to prosecute the mine vigorously to any reasonable depth.

WILLIAM HANCOCK.

OLD TREBURGETT SILVER-LEAD MINING COMPANY (LIMITED).

Notice is hereby given, that the SHARE LIST of this company will CLOSE on SATURDAY next, the 15th instant.

J. H. TILLY, Secretary.

GAS-ENGINES.—The invention of Messrs. SÖDERSTRÖM and G. DICK, Paris, consists in working gas-engines in which the mixture of air and combustible gas is introduced into the cylinder between two pistons, one of which is loose and the other connected to the main crank shaft by means of a rod. In such engines it is difficult to retain the loose piston at the exact instant required. In order to obviate this difficulty a flat iron rod or bar is connected to the loose piston. This rod passes between two iron plates, which are covered with leather and which, when required, press together, thus forming a sort of trap, and holding the flat rod in suspension. The trap is combined with a crank lever movement, which latter is guided by an eccentric or can be fixed to the main axis of the driving crank, for the purpose of holding the two plates apart, and permitting the rod or bar to descend. Instead of using the flat slide valve hitherto employed, a slide valve having a circular section and working to and fro in the same manner as a piston in a steam cylinder is used. The speed of the engine is regulated by the introduction of a greater or smaller quantity of combustible gas into the cylinder, and in order to make the regulation automatic a piston is employed which is lifted by the aspiration of the air for the combustible mixture to a greater or less height. This piston is also connected with the gas inlet, and will regulate the inlet of the gas in such a way that when the machine works quickly the aspiration will also become rapid, and lift the piston higher, and thereby close or partly close the gas inlet.

SAFETY-VALVES.—Messrs. HOPKINSON, Huddersfield, place a valve on the ball or other suitable shape of surface upon the block or lowest valve seating, which valve is weighted by a dead or pendulous weight to the pressure required. On the top of this valve, which forms the seat for another, a second valve of suitable shape is placed and weighted by a pendulous or dead weight. On this second valve is placed a third valve, also weighted. The weighting and seating of the valves one upon another may be continued as far as requisite. Each valve may be made to present either an equal or a differential area to the pressure acting upon them respectively, but which in all cases will be suitably weighted

according to the area so presented. Instead of using a dead or pendulous weight the inventors can employ an arrangement of spring or springs, either compressed or distended above or below the valves, but in all cases arranged so as to allow the valves to rise separately from their respective seats without affecting their independent action, or bringing steam upon the springs belonging to another valve. Safety-valves of this construction may be applied to locomotive, marine, or portative boilers.

COMBINED TIN AND LEAD PIPES.—The object of the invention of Mr. N. S. WALKER, Liverpool, to produce pipes composed of a thickness of tin internally and externally, and a thickness of lead between, and to do so in such manner that the thicknesses of tin will be uniform and sufficient to ensure durability, the union of the metals perfect, and the surfaces smooth. The inventor casts, or otherwise forms ingots, each of three thicknesses of metal: first an internal one of tin, second of lead, and third one of tin, and he manufactures pipes from such novel combination ingots by forcing the metal, while over a core, out of a cylinder through a die by hydraulic pressure.

OBTAINING COPPER FROM PYRITES.—The invention of Mr. J. DOWN, of Widnes, consists in neutralising solutions of copper by any base to such an extent as to retain the greater part of the arsenic, antimony, and other impurities in solution, when the copper is precipitated.

DISTILLING BITUMEN.—The invention of Mr. D. WATSON, Bath, consists in applying heat to the top of a column of the solid bituminous substances, and in causing the gaseous products of combustion, or fire gases, to pass downwards through such column, the liquid products of the destructive distillation or decomposition draining downwards and passing along with the volatile products into a receiver, whence they pass on to a condenser. The required downward current of the fire gases may be obtained in any convenient way, but it is by a pressure produced by the action of a steam jet introduced into the pipe leading to or from the condenser.

GLUBB'S SHOT. At a show in 1868, Glubb's shot showed a new and improved account. June 30, 1868, at the opening of the western 6 ft. wide, Glubb's shot, a plat cut, a new and improved account. No. 1, 10 ft. wide

position in the district, and the improving nature of the lode as it gets into settled ground, the trial should be further extended to do justice to the property.

Capt. WILLIAM HANCOCK said that the stratification is the light-blue Silurian stone, which has been so highly prolific for mineral throughout not only Montgomeryshire but Cardiganshire. Without hesitation he could say that it was one of the finest lodes in this mine that it has ever been his privilege to inspect, and he might just observe that, after an experience in this and the neighbouring mining counties for the last 30 years, he might be considered some little authority in this matter. He considered generally that, in whichever way the mine may be viewed, there is a certainty of success. From the present end of the deep adit, 45 fathoms west, is a great junction of lodes, and the 24 fathom level ought by all means to be carried on with dispatch up to this junction, as he had never met an instance in all his experience where such a junction of lodes had not proved very productive.

Capt. JOHN KITTO said that if a small steam-engine were erected as an auxiliary to the water-wheel in dry and frosty weather, and the mine was properly opened out, he had not the slightest doubt that in a comparatively short time they would have a very productive and profitable concern; and he had no hesitation in recommending it as being a safe and legitimate channel for the investment of capital, and such as can scarcely fail to become highly remunerative to its proprietors.

Mr. OWEN asked Captain Kitto if the indications were equal to those at Cwm Vron? — Capt. KITTO said that, taking Cwm Vron at the same stage of development as that now in East Cwm Vron, the indications were not only equal but superior in many important points.

Mr. J. B. BALCOMBE urged the necessity of developing the property with the utmost vigour, which he hoped would lead to the opening out of another valuable mine in that locality. It was scarcely reasonable to suppose that all the riches of the district were embraced in the limit of one mine. He knew full well the many difficulties which beset a young mine, and might instance Bronfloyd, with which he had been associated for nearly 20 years; that mine, now so successful, would have been stopped several times had it not been for his (Mr. Balcombe's) personal aid. He had merely mentioned this to show that the best of their mines had in the early part of their career required more capital than at the outset was estimated to bring them into a profitable position. (Hear, hear.) He knew nothing of the district in which this mine was situated, although he had been once underground at Van, when he was perfectly astounded at what he saw.

Mr. POWELL (Powell, Dixon, and Co.) said this property had been introduced to his firm as one possessing every indication of successful development, and, therefore, could be fairly recommended to their friends, hence his presence here after having inspected the property. He might mention that during his investigation his attention was drawn to some very good stones of ore, which he was informed had been taken from the 12 fm. level, and it was pointed out that the lode had been traced by means of cesteaming pits for no less than a mile and a half. It struck him that the lode was strong and masterly in character, and his opinion was more than confirmed by what he had that day heard from the various practical authorities present. It was satisfactory to find that parties well acquainted with the district were unanimous in their opinion that the lode contained all the elements essential to a condition of productiveness, and that they agreed in speaking of the property as one that warranted vigorous working. Attention had been very properly drawn to the fact that up to the present East Cwm Vron had not been sunk to the productive depth of the district. It no doubt did appear to shareholders unacquainted with such matters that laying open a mine was very slow work, hence their disappointment when it was found that the first capital subscribed had been expended and no profitable result achieved; but they must remember that good things were often just missed, the best immediate illustration of the fact being that the propellers of the Van carried on operations for about 11 years without attaining any success. He could not say that the practical result of all that had been said was to confirm the statement made to him, that it was "a property possessing every indication of successful development," and it, therefore, appeared that the only judicious course to pursue was to take the necessary steps to ensure its thorough and efficient working.

Mr. CLARK was extremely gratified at seeing so many established authorities come forward to bear their testimony to the value of the mine. It was clear from those familiar with the geology of the district that nothing was required but the needful capital and judicious development to ensure success. He need hardly say it was with pleasure he found that Cwm Vron, into which he had recently induced so many of his friends to embark, was opening out in a manner beyond what the most sanguine could have anticipated—it had, in fact, surpassed the opinions expressed by the professional men some short time since; and he hoped in a few months he would be able to say even more of East Cwm Vron, and no honest man who had been underground could come to any other conclusion.

Mr. ROSS, F.R.G.S., said he had been associated with mines in Wales for some years, —some of them from the commencement of their development; and he came to the conclusion that until any mine had been developed up to a certain point, it was utterly impossible for any man, practical though he be, to state with any degree of certainty the amount of capital necessary to bring a property into a profitable position. If evidence were required to support that opinion, they had only to look around them, and see if they could point out one single instance of a mine having been brought into a profitable position with the amount of capital computed at the outset. They would find that it had been necessary, in connection with every rich mine, at some period or other of its history, to raise some additional capital, or rather, an excess of the amount contemplated at the commencement. The present position of the East Cwm Vron Mine, therefore, must not be regarded as an unsatisfactory feature, as far as the mine was concerned—on the contrary, it showed that the expenditure already incurred had developed a property that unquestionably merited a still further development; and when he made that statement he was not so much expressing his own opinion as that of what he might call the galaxy of practical ability and experience now assembled in that hall. (Hear, hear.) After what he had seen and heard that day his previous intention was fully confirmed to become largely interested in the mine, and also of asking his friends to come forward and follow his example. (Hear, hear.) He thought all would agree with him that the property well deserved the favourable opinion expressed of it; and if before starting mines a similar course were pursued in the obtaining of information as to position and prospects, should the venture prove profitable there would be the satisfaction of knowing that it had not arisen from want of precaution, but from circumstances over which no one could have any possible control. (Hear, hear.)

The information obtained from the various captains present during the conversation which ensued tended to confirm the general opinion that the expenditure of a comparatively small amount of capital would place the mine in a profitable position.

The CHAIRMAN said that after all they had heard there could not be a divided opinion as to the advisability of at once proceeding to acquire and develop the mine; and, therefore, he would propose the following resolution:—"That in the opinion of this meeting it is expedient that a public company be formed, with limited liability, for the purpose of acquiring and working the property, and that the nominal capital be £4,000, in 12,000 shares of £1 each."

A vote of thanks to the Chairman terminated the proceedings.

BRAGANZA GOLD MINING COMPANY.

A general meeting of shareholders was held at the company's offices, Coleman-street-buildings, on Wednesday,

Mr. C. MORRIS in the chair.

Mr. WM. EDWARDS (the secretary) read the notice convening the meeting, and the subjoined report of the directors was taken as read. The directors have much pleasure in meeting the shareholders on the present occasion, and they feel confident that, notwithstanding difficulties which no foresight could have obviated, they are able to present what must be deemed a satisfactory report of their stewardship for the past year. During this term they have, with the special consent of the shareholders given in general meeting called for that purpose, concluded terms of purchase of the adjoining Cata Branca estate, which is known to contain a large store of gold, but which was of especial value to this company for its abundant supply of water. The necessary powers for completing the transfer were at once sent out to Rio de Janeiro, but the legal formalities necessary for this purpose have been unavoidably delayed by the sudden death of the company's highly respected agent at Rio, the late Mr. Jordan Crewe. This lamentable event caused the directors much pain, and for a time great anxiety, the more especially as the company's superintendent at the mines was at that time in London on sick leave. They feel that had Mr. Crewe's life been spared not only would all the legal formalities have been carried through without delay, but that through his influence in Brazil the names of many native capitalists would have appeared on the list of shareholders. Fortunately the company stood so well in the estimation of their bankers in the interior that the captain of the mine, immediately on the news of Mr. Crewe's death being known, received an offer to advance whatever money might be necessary to keep the works going until fresh remittances could be received from this country. The directors are not only deeply thankful to their bankers at Itabira do Campo for this ready offer, but accept it also as a substantial guarantee as to the estimation in which the mine is held on the spot. The illness of their superintendent has to a certain extent deprived them of his services just when they were most needed; but the directors fully believe that the opportunity of intercourse with him which they had had during his stay in England will be of permanent benefit to the company in future years. He left Southampton on his return to the mine in March, and has been most usefully engaged in Rio in settling the affairs of their late agent, in whose hands there was a cash balance of £800, at the time of his death, besides remittances to the extent of £700, on the way.

The directors have appointed Messrs. Sharp, Nicolson, and Co., of Rio, their agents—a firm well acquainted with the business, of which they needed no better assurance than that they are the representatives of the great St. John del Rey Mines, and are well recommended by that company. They have accepted the charge, and the business of the company proceeds without interruption. During the past year steady and substantial progress has been made at the mines. The object of the directors has been to develop the works, that when once the miners enter a dividend-paying condition it may continue to do so without a break. Having the most positive assurances that the supply of gold upon the property will satisfy the next generation, they have not sought to hurry the declaration of a dividend at the expense of future work, but to lay out the ground in a systematic manner.

The following brief summary will give an idea of the work done:—Levels driven and wings sunk, 318 fms.; tramroad laid in deep adit, and rails laid, 59 fms.—Surface Work: Excavations for houses, offices, smithies, carpenters' shop, spelling floors, and reservoir, 28,200 cubic feet; erected 12 houses, offices, smithies, carpenters' shop, &c.; roads made and repaired, 10½ miles; built saw-pit and wheel-pit, the latter containing masonry, 300 cubic feet; erected water-wheel, 10 ft. diameter, six heads of stamps; erected ditto, 25 ft. diameter, nine heads of stamps; erected spelling floors, stamp-house, and made stables, cistern, four water tanks, large launders for water-wheel; launders for water-course, 750 ft. long; made Calme water-course, 1500 yards long; made rego b. low water-course, 350 yards long; made Morro das Almas water-course, 7000 yards long. The balance-sheet shows the financial position of the company to April 4. The retiring directors are Messrs. Morris and Wray; the latter gentleman does not seek re-election, but Mr. Charles Morris, being eligible, offers himself for re-election, and it is proposed that Mr. John Tanner, being qualified, be elected in the room of Mr. Wray. Mr. J. J. Harris offers himself for re-election as auditor.

The CHAIRMAN, having first declared the meeting to be duly con-

stituted, said they had postponed the meeting as long as they could consistently do so, in order that they might have the report from Capt. Richards, to whom they had given instructions to take out of the lode as soon as possible not less than 100 tons, and ascertain the results obtainable. He was, however, detained both in England and in Brazil on the business of the company, and, therefore, could not get up to the mines in time to send them the results by the present mail. He anticipated $\frac{1}{2}$ oz. to the ton, which would pay them amply. The results obtained before he came away exceeded this, but he thought they might fairly calculate upon $\frac{1}{2}$ oz. per ton. Capt. Roberts had gathered up a quantity of previously broken stuff, and its treatment had not, naturally, given a very low result, so that a false impression might have been created, but Capt. Roberts had not been directed to do this by the directors at all. In a short time, however, experiments would be made, which will enable them to judge of the value of their property with certainty. The water difficulty, to which reference was made at the last meeting, had, he was glad to say, been settled; they had now two streams in addition to the Cata Branca, so that their water-power would enable them to keep 100 heads of sta-ups going well. He doubted whether any mine in the district would beat theirs, but, of course, at present the exact results were not in their possession. He concluded by formally moving the reception and adoption of the report and accounts.

A SHAREHOLDER enquired how long it would be before the results would be known? — The CHAIRMAN believed it would be either the 1st or the 15th of next month.

The report and accounts were then unanimously adopted.

The CHAIRMAN said that the next business would be to elect directors in place of himself and of Mr. Wray, who had resigned.

Mr. GLADSTONE proposed, and Mr. VOOGHT seconded, the re-election of Mr. C. Morris, and upon the motion being put it was carried unanimously.

The CHAIRMAN regretted the loss of Mr. Wray as a colleague, as he was a most useful member of the board, and well acquainted with metallurgy. For the vacancy created by Mr. Wray's resignation there were two candidates—Mr. Tanner, who was recommended by the directors, and Mr. Oppenheim; he, therefore, proposed that Mr. Tanner be elected a member of the board.

Mr. COSTELLO proposed that Mr. Oppenheim be elected a director. Mr. Oppenheim had been one of the committee appointed to co-operate with the directors, and he believed that no one could possibly have cared more for the interest of the shareholders.

Mr. GLADSTONE was sure that Mr. Oppenheim would do him the justice to admit that he had no personal objection to his election, but he was afraid that he was not qualified for a seat at the board.

Mr. EDMONDS enquired from what cause he was disqualified?

Mr. BERRY (the solicitor) explained that he did not hold the requisite number of shares, the large proportion of his interest being in share warrants; therefore, by their 122nd article only persons recommended by the directors could be appointed unless they had held their qualification in shares for at least three months.

It was subsequently resolved to elect both Mr. Tanner and Mr. Oppenheim to seats at the board; and Mr. J. J. Harris was appointed auditor, at a remuneration of £10. for the year; complimentary votes to the Chairman, directors, and secretary terminating the proceedings.

THE SNOWDRIFT SILVER MINES.

The mines of Colorado have acquired universal celebrity through the prize at the Internation Exposition in Paris "for the richest silver ores in the world" having been gained by the State of Colorado, and amongst these rich mines the "Snowdrift" occupies a prominent position, from having last year gained the first prize—the Gold Medal—of the Colorado Agricultural and Industrial Association for the largest and best collection of argentiferous ores from the State of Colorado. The SNOWDRIFT SILVER MINING AND REDUCTION COMPANY has been formed for working this lode in conjunction with the Daniel Peters lode, each 1400 ft. in length, situated on the south slope of Republican Mountain, two miles from Georgetown, Colorado, U.S. The capital has been fixed at £5,000, in shares of £1 each, which will leave 30,000 for working capital, after payment of the purchase-money of £5,000, to be paid £3,000 in cash, and the remainder in fully-paid shares; and it is especially provided in the prospectus that no payment whatever is to be made to the vendors until the property has been examined, and the statement in the prospectus verified by an independent report to be obtained by the directors. If the report be, in the opinion of the directors, unfavourable, the deposit and allotment money will be returned, less 6d. per share to meet expenses; but should the report be favourable all the preliminary expenses will be paid by the vendors up to the allotment of shares.

The mines are described as being about one mile from the celebrated Colorado Terrible Lode Mines, and there are reduction works at the foot of the mountain, buildings completed, and ample water rights. It appears that much money and labour have been expended in thoroughly developing the mine, and that there is now two years' stoping ahead, so that the mine could, if stoping were commenced, furnish 5 tons of ore per day, estimated to be worth on an average \$200 per ton; but even taking Mr. Collom's estimate, of 3 tons per day, giving 160 ozs. to the ton, of which 90 per cent. is saved, the return in the year would be £3,200; and deducting 50 per cent. therefrom for working expenses, which it is believed would be sufficient to include London management, an annual profit of £1,200, would remain for the shareholders, or upwards of 21 per cent. on the total capital of the company, which would most probably be at least doubled as the mines are further developed. It is mentioned that the principal feature of these mines is the extraordinary richness of their silver ores, and three assays made by Messrs. Johnson and Sons gave respectively 1404 ozs., 1339 ozs., and 1014 ozs. per ton of 20 cwt.; and a specimen recently taken from the lowest part of the Snowdrift Mine assayed 4500 ozs. of silver to the ton of ore, or more than 12 per cent. for silver.

As a large number of the so-called ledges in these districts are really but a collection of bunches of ore, it is worthy of particular attention that "the lodes are described as true fissure veins, and the containing rock to be felspathic gneiss, porphyry, and granite;" and in reporting on the property Mr. John Collom, M.E., writes that the Snowdrift is generally from 2 to 4 ft. wide, its course is east and west, and it dips north at an angle of about 70°. The gangue is mainly quartz, and the ores are highly argentiferous galena, holding from 1000 to 2000 ozs. of silver per ton of 2000 lbs., and smaller quantities of sulphides of zinc, copper, and silver. But from the surface to the present bottom of the mine much of the sulphides have been decomposed, and in their place are found the carbonates, sulphates, and other salts of the metals. The oxidised ores when pure contain from 300 to 1200 ozs. of silver per ton, but usually as mined mixed with a large quantity of earthy gangue matter from 100 to 500 ozs. per ton. The nature of the undecomposed ore now found clearly indicates what will be the general character of the ore found below the line of decomposition, and the remarkable increase of felspar in the country rock as a greater depth is attained is a sufficient guarantee of an increase of ore. Equally favourable opinions are expressed by Mr. R. O. Old, and by Mr. F. A. Clark, of the Colo-

rado Terrible Lode Mining Company, the former remarking that their best miners and best judges of mines visiting them accord to the Snowdrift a high rank as being rich and promising, and that this he considers is reasonable proof that the lode is of more than ordinary value, and that it must, as it will yet, add largely to the bullion product of the district; whilst the latter concludes his report by stating that few mines are being worked in Colorado which give better promise of paying large profits to the owners than the Snowdrift.

MINING IN IRELAND AND SCOTLAND.—Our attention has been called to an article in Mr. Spargo's "Guide to Investors" for the present month, which is of an interesting nature, and deserves the attention of the mining and investing public. Mr. Spargo invokes the serious thought of capitalists in connection with the indispensible fact that while mining in England and Wales calls on so much enterprise, and even in our colonies and in foreign lands engages English capital in so large a degree, vast mineral treasures in Ireland and Scotland remain unworked. In the latter country minerals are sought for, especially coal, but with the exception of iron metals are neglected. There are large argentiferous treasures in both Scotland and Ireland and Scotland major undisturbed. Some notice has been taken lately of the Irish silver and silver-lead mines, and on the whole there appears to be more disposition in England to mine in Ireland than in Scotland. This arises from the feeling prevalent in England that the Scotch are so intelligent, speculative, and well off for capital that they would themselves embark in any undertaking, mining or what not, reasonably presenting prospects of success. This, however, is actually a mistake as regards mining, for the Scotch do not enter upon projects of this kind—at all events, within their own borders. Such mines for metallic (iron excepted) as are worked are by no means wholly kept alive by Scotch miners or Scotch money. Here, however, are two fine fields of remunerative work in the metallic kingdom—North Britain and Hibernia—and it is time that while money is easily obtainable to work mines on the slopes of the Andes, the Cordilleras, the Rocky Mountains, or the Himalayas, capitalists should remember the little comparative risk connected with Scotland and Ireland. At all events, Mr. Spargo has struck out a new vein of thought in connection with the subject, and deserves the thanks of investors and of scientific men.

BUREAU OF MINES.—The July number of "Eudene's British Bureau of Selected Mines" contains, in addition to the usual recommendations to investors, some interesting notices upon dividends and progressive mines. Some useful information is likewise given with reference to banks, railways, and general financial and a list of dividend mines, showing the price of shares and their relative value as investments.

MINING NOTABILIA.

The BAMPFYLD COPPER MINING COMPANY (Limited) sampled and weighed 75 tons of copper ore on June 27 at Barnstaple. Sold by Messrs. J. Pitcairn Campbell and Co. to Messrs. Williams, Foster, and Co.

NORTH POOL.—There can be little doubt of a success here, if the sinking of Ballarat shaft is (as at present) continued with all the force possible. The lode is of a fine character, 6 ft. wide.

WHEAL LUCY (Tin).—We understand that the shares in this company have all been allotted, and the list is closed at a premium.

LEEDS AND ST. AUBYN is improving, and it is probable will enter the Dividend List ere long. The mine is managed in the office of Mr. F. L. Wilson, secretary of Roman Gravels, East Van, Parys Mountain, &c.; and the committee are Sir Frederick Williams, Bart., M.P.; Mr. John Kendall, banker, Helston; Messrs. Harvey and Co., Hayle Foundry; and Mr. John Daniel, solicitor, Camborne. Among the other principal shareholders are the Messrs. Boltitho, of Penzance. The company is in 900 shares, with more than 300 paid.

SOUTH CONDURROW.—It must be gratifying to the shareholders to find that this mine has not only considerably improved, but continues to improve; and with additional stamping power the returns of tin will be largely increased, and that, too, at a relatively small cost. So that the shares in the mine, now at a low figure, must have a considerable rise.

NEW WHEAL LOVELL.—As I hold some shares in this mine, I beg to say that I have received the statement of accounts and the report. The former shows but a small balance against the mine, and the latter speaks well for the future improvement, as the sales of tin are increasing. We very naturally expect that at the next meeting the balance will not only be cleared off, but that there will be a considerable credit to the mine, as the manager expects "by sinking Kendall's shaft with every possible dispatch, and extending levels eastward with vigour, to open up a good and profitable mine." —AN IRISH SHAREHOLDER.

NEW VICTORIA (Ashburton).—At this mine they are now cutting into the south lode at the bottom level, and have broken ore which assays 5% per cent. for copper. This south lode has hitherto not been cut into below the shaft. At that level the lode is nearly 4 ms. wide; they are also driving east on the level, and finding good indications.

NEW WHEAL SPEEDWELL MINE.

MESSRS. LISCOMBE AND CO., 39, SOUTH CASTLE STREET, LIVERPOOL, beg to DRAW THE ATTENTION OF THEIR LIENENTS and the PUBLIC to the ABOVE MINE, one of the most promising sets in a district which is unsurpassed for the value of its metallic deposits, and which is surrounded by mines which either are paying or have paid enormous profits. It immediately adjoins and is on the same lodes as Old Wheal Speedwell Mine, which, on a small outlay, returned upwards of £160,000 to its fortunate proprietors. Such examples as these might be referred to without number, but the enumeration of all such would occupy too much space.

Messrs. LISCOMBE will only remind their clients that it has been computed by the best authorities that the gross returns of this district may safely be estimated at not less than six millions sterling.

The New Wheal Speedwell set is traversed by all the most productive sets of the neighbouring mines, and is even now in a position to return a large quantity of tin before the great deposits of ore are reached.

Messrs. LISCOMBE beg that no time may be lost in applying for shares, as few remain on hand, and they may speedily be expected to go to a good premium.

GENERAL MINING OFFICES, BEDFORD FOUNDRY, TAVISTOCK, CONDUCTED BY

MR. CHARLES F. COLLOM,

MINING ENGINEER, AGENT, AND SURVEYOR. Who undertakes the entire local Management of Mines, including Dialling, making accurate Underground Communications and Plans, at a stipulated salary.

Mines Inspected and faithfully reported on, orders for which purpose are made for Mr. Collom, or his Agent.

Promoters of New Mining Enterprises (which will bear the strictest scrutiny) rendered every assistance.

Investments in Mines arranged for Capitalists,—the condition of the companies, as well as the prospects of the Mines, being first strictly investigated.

Mr. COLLOM having long seen the desirability of an office in the immediate neighbourhood of the mines as a medium, not only for reliable information for the prudent investment of capital, takes this opportunity, in connection with his Patents, of making the above announcement, and trusts by exercising a sterling attention to the interests of his clients, and a judicious selection of mineral property for investment, which his long acquaintance with the district enables him, he will establish his offices with a lasting reputation and retain for Mining the rank among commercial enterprises which so far and honourable a pursuit deserves when legitimately carried out.

the bottom of the new shaft, for the purpose of cutting out ground for stoping and giving ventilation. In the winze sinking below the 55 west the ground is spare for progress. In the 55 west and 55 cross-cut north there is no change. The stopes throughout the mine are returning their usual quantities of copper ore.—*Silver Department*: The lode in the 20, west of Queen's shaft, is 2 ft. wide, principally flocks. The stopes in back of the 20 west is worth 15*l.* per fathom. We stopped on Friday last copper ore, computed weight, 62 tons; produce 93*l.*

PRINCESS OF WALES.—T. Foote, G. Rickard, July 5: The lode in the level driving west into the hill is about 1 foot, 6 inches wide, consisting of gossan, peach, friable spar, spotted with mundic and copper ore. We have to-day discovered a lode in coexisting north from the main lode, but have not as yet done enough to give you particulars regarding its size, underlie, &c.

QUEEN.—W. Knott, July 5: Saturday last being our pay and setting-day, the following bargains and pitches were made. Cook's shaft to sink by six men, at 10*l.* per fathom, stent 2 fms. A rise to be put up from the 30 below adit at the engine-shaft to the 20, by six men, at 5*l.* per fathom, stent for the month. A pitch in the back of the 10, west of Cook's shaft, by two men, at 13*s.* 4*d.* in 1*l.* Also a pitch to drive the 10 west, at 3*l.* per fathom, and stope the back at 9*s.* in 1*l.*; other pitches time not expired.—*Silver Department*: Bennett's Western Shaft: The lode in this shaft is improving both in size and quality, and I judge from present appearances we are nearing another rich deposit of silver. I hope to have some hundreds of ounces of silver (extracted at our model works) ready by the end of this month, and the new works for the extraction of silver on a large scale will be ready, we expect, by the time of the next general meeting.

REDMOOR.—F. Bennett, July 5: The lode in the 25 fm. level west is 15 in. wide, worth 6*l.* per fathom—a kindly lode. The stopes in the back of the 25 fm. level, on the branch, is worth 4*l.* 10*s.* per fathom. The lode in the stopes west of the south shaft is worth 5*l.* per fathom; it is producing rich stones of tin. We have cleared the old working in the new shaft, and begun to sink; the lode is 12 in. wide, producing saving work.

RHYTHALOG.—James Dunkin, July 4: We have to-day cut a solid lead of good lead ore in the 25, west of slide, 1*l*. 14*s.* in. wide; it is now down 2 ft. from the back, and dipping at the same angle as the slide, and I think, from appearances, it will increase in size as we drive west. Nothing new in any other part.

—James Dunkin, July 5: In the 25, west of the engine-shaft, the lode is improving in appearance and value, now worth 10 cwt.s. of good silver-lead ore per fathom, and likely further to improve. The 15 west, on new lode, continues of the same value, worth 10 cwt.s. of good silver-lead ore per fathom. At the new shaft, on the new lode, the ground is a little harder; the lode is a very good looking lode, and producing good stones of lead ore. The weather here has been very severe for rain the last few days, but hope it will soon pass again.

ROCHE CONSOLS.—Thomas Parkyn, July 5: The engine started last Saturday. We are now engaged making launders to carry the water from the engine-shaft to the engine and stamps, &c., and all things are being pushed on with all possible dispatch. I will report to you fully next week.

ROMAN SLAVES.—Arthur Waters, July 6: Everything is going on regularly here. The 50 south, the 65 north and south of No. 2 cross-cut, the 65 north and south of Corfield's, as well as Stoke's winze below the 50, on Roman vein, are all in good courses of lead ore. Without calculating the length of ore ground south of Stoke's and north of shaft cross-cut, the run of ore now in hand between these points is about 190 fms. long. We are cutting ground in the 50 for engine to wind and pump out of Corfield's winze. The new south engine-shaft goes down with fair speed. To-day we have sampled 125 tons of lead ore, for sale on the 13th inst. I purpose to give a full report next week. It would be too great a tax upon my time to reply to the private enquiries received weekly from shareholders respecting this mine.

ROSEWALL HILL AND RANSOM UNITED.—J. Daniel, Wm. Bugleholme, July 5: Standard Lode: The lode in the 110, driving east of Ransom's shaft, is at without any particular change to notice since our last report. The lode in the 100, driving east, is 2*l*. 6*s.* wide, worth 12*l.* per fathom. No. 1 stope, in the back of this level, is worth 13*l.* per fathom; No. 2 stope is worth 8*l.* per fathom, and No. 3 stope is worth 12*l.* per fathom. The lode in the winze that was being sunk below this level is 1 ft. wide, worth 10*l.* per fathom. We have suspended operations at this point on account of the great influx of water. The lode in the 90, driving east, is presenting a little better appearance than at the meeting; it is about 6 in. wide, yielding a little tin. The lode in the winze sinking below this level is 18 in. wide, worth 7*l.* per fathom. The lode in the 80, driving east, is 9 in. wide, worth 5*l.* per fathom. The lode in the 60, driving east, is 9 in. wide, producing saving work. The same remark applies itself to the 50, driving east.—No. 2—North Lode: The lode in the 100, driving west, is 1 foot wide, producing a little tin, but not sufficient to value.

SOUTH CONDURROW.—Joseph Vivian and Son, William Williams, Henry Abraham, July 6: In the 82, west of King's shaft, the appearances continue favourable, and the part of the lode on which we are driving is still worth about 10*l.* per fathom. The 71, west of King's shaft, continues worth 35*l.* per fathom. The 61, west of Vivian's shaft, continues worth 45*l.* per fathom, and the same level, east of cross-cut, on the north part of the lode, 45*l.* per fathom. In the 51, we continue stopping the sides and back for a width of 15 ft., in which the lode is worth 45*l.* per cubic fathom, or 135*l.* per square fathom of the lode of the width named. As soon as sufficient room has been made at this point by stopping we shall put in additional men, and drive the level east and west of the cross-cut, and rise and sink to throw open the lode as quickly as possible for stopping on a more extensive scale. We have pleasure in informing you that our returns of tin are better than they have ever been before, although we have not yet got our additional stamping power at work. In three weeks we shall have 32 additional stamp-heads at work, when we shall be able to make a still larger increase in our sales of tin.

SOUTH HERODSFORTH.—W. Goldsworthy, July 6: In driving the 100 east we find the ground still very favourable, both for progress and mineral, being a beautiful killas, in which are spots of lead and mundic. The engine and pit-work are in good order, and the water easy.

SOUTH MERRILYN.—Vickers' Shaft: The lode in the bottom is 18 in. wide, saving work. No other change. Dressing operations satisfactory.

SOUTH PLYNLLIMON.—John Walters, July 5: The engine-shaft sinking below the 10 is down 12 fms. 5 ft.; there is no new feature to notice in this place, but the shaftmen are making fair progress in sinking. In the 10, driving west on the course of the lode, we have driven 4 fms. 2 ft.; the lode is rather disorderly at present, in consequence of passing through a slide; the ground is very much mixed with veins of spar, containing occasional spots of lead ore, and looks very promising for further improvement. The water-wheel and pitwork continue to work well.

SOUTH VAN.—James Richards, July 6: There is no material change in the ground in the sinking of the shaft during the last few weeks, any more than a branch of spar, containing spots of lead and copper, coming in from the south side of the shaft. Indicating our nearing the lode. From the favourable appearance of this branch I consider it a very good indication of our meeting with a productive lode.

SOUTH WARD.—T. Foote, July 5: Thomas's engine-shaft is sunk the required depth under the 40 for fixing standing lift; the men are now engaged in getting bearers for beams and cleats, and no time will be lost so as to get this lift to work as soon as possible; the ground in the shaft is easy for driving, and we shall be long before we get down the depth for another level. The lode in the 40 north is 2 ft. wide, principally composed of mundic, with good stones of lead in places—a kindly lode, and water coming from the lode freely, which is a good indication for improvement speedily. The lode in this level south is 18 in. wide, a very kindly lode, and in places producing some good saving work; this end is being pushed on as fast as possible to reach the foot of the hill; when, no doubt, the lode will greatly improve. We have completed the building of the landing for the counter balance-bob, and hope to get the same to work by Saturday, the 13th inst. The engine and pit-work are all in good order, and working well.

ST. AUSTELL (Iron).—T. Parkyn, July 6: The lode in the west end is improving, some very good iron coming in the end; lode still 18 ft. wide. I think a good lode will soon be on the surface.

TAMAR CONSOLS.—July 4: A great improvement has taken place in this mine since Tuesday last, two holes having been blasted in the presence of Mr. Newton, and yielded large quantities of lead and silver-ore; specimens of which may be seen at the offices of the company.

TANKERVILLE.—Arthur Waters, July 5: There is no change to notice in any part of the mine since last week. The men below the 102 at Watson's have just commenced to drive out from the bottom of the shaft for plat, &c., preparatory to sinking deeper; the lode may be taken to be worth 25 tons of lead ore per cubic fathom. We are putting things in order to commence stoping back of the 102, east of Watson's, where the ground is whole to Brown's shaft. The 21 cross-cut to the new shaft going forward as usual at about 3 fms. a month; the said shaft now down 15 fms. below the adit. On Tuesday last we sold 80 tons of lead ore, at 12*s.* 4*d.* per ton. Shall sample 80 tons on Tuesday next. Surface operations going on as usual.

TERRAS (Tin).—M. Rickard, July 5: The cross-cut north towards Rickard's shaft is suspended for the present on account of the foulness of the air; we shall, however, put in a set of wooden air-pipes, and the driving will be resumed. The ground in the new engine-shaft is without alteration, and rather slow progress is being made in the sinking; the large blue elvan through which the lode is passing, so far as we can ascertain, has an east and west bearing, with a northern underlie or dip, and we may at any day strike through the elvan, and get into a better class of ground. The 20 east, at Edwards's shaft, is slightly improved, but not rich; there is every indication of an early and further improvement. The stopes in back of the 20, at Edwards's, is without alteration. The stopes in back of the deep level, on the elvan, is producing fair quality stuff. The deep level, on the elvan, has improved since last report, and is now yielding a better class of stuff. The winze in the bottom of the deep level, has also improved, and the tin is becoming more generally disseminated throughout the whole mass, and the softer portions of the elvan are quite equal in richness to the harder rock. The engineers are well on with their work, and all matters are being pushed forward, in order to get the engine to work on an early day. The surface works generally progressing satisfactorily.

TRELEIGH CONSOLS.—T. Nell, July 5: We are making good progress in driving the cross-cut towards the lode; the ground is of a most favourable description for progress and lead, as one man and a boy drove in four weeks 12 fms. I now expect we are near the lode, the intersection will be about 50 fathoms east of the trial shaft, where the lode is full 6 feet wide, composed of fine gossan, quartz, prian, blonde, and fine stones of rich silver-lead ore; this trial shaft is 6 fms. deep, and has produced lead throughout.

TRELEIGH WOOD.—G. R. Odgers, July 1: We have collared up the wind-mill shaft from the adit, where we find the lode fully 30 ft. wide. We are now busily engaged in collarizing up the engine-shaft to surface for the erection of the engine, and no time will be lost in pushing on the necessary operations.

TREREW.—July 3: The lode in the 33 fm. level end is 2 ft. wide, composed of spar and good stones of lead—a very kindly lode, and promising for further improvement. The ground is rather stiff for driving.

TREVARACK.—Thomas Uren, July 4: The lode in Brown's engine-shaft is still from 3 to 4 ft. wide, and improving for tin in sinking. In the 30 west the lode is now about 3 ft. wide, producing more tin than for some time past. In the 30 east the lode is from 3 ft. to 4 ft. wide, producing good stamping work for tin.

VAN CONSOLS.—T. Corfield, July 6: No change of importance has taken place in the levels east and west of Gundry's shaft in the 55 fm. level since my last report. In the deep adit the level is now all crushed together, and trouble some for clearing. Little's shaft sinking is proceeding favourably. I set it on Saturday last to sink for the month, at 18*s.* 10*d.* per fathom. Every exertion will be used to get the shaft down to the 30 as soon as possible, as it is a point of great importance.

VIRTUOUS LADY.—H. Horwill, July 4: Copper Department. In Metherill's level the lode is large—peach, prian, mundic, and occasional stones of ore.

Driving west of the south cross-cut the caunter is about 4 ft. wide, consisting of prian, peach, mundic, and small strings of ore. In the western shaft the ground continues favourable for sinking, and contains branches of gossan with beautiful spots of yellow copper ore. In the adit level east the lode produces peach, prian, and good dressing work for copper ore. In the stopes behind this level the lode is looking better, now worth 15*l.* per fm. In driving east on the north side of the shaft the lode is fully 6 ft. wide, composed of gossan, prian, mundic, black, and yellow ore, and I think the indications are stronger than ever at this point for a fine course of ore. No. 3 south lode is from 2 to 3 ft. wide, composed of gossan, capel, mundic, and spots of ore.

—G. Rowe, July 2: Tin Department: The lode in the stopes east and west of the engine-shaft is from 3 to 4 ft. wide, of the same promising character described in former reports, being composed of very strong mundic and capels with good stones of tin; altogether showing a very kindly appearance, and improving as we progress in depth. The north lode is also a very important point of operation, producing fine stones of tin, where we are actively engaged in preparing a new tramroad for the purpose of bringing the tinstuff to the stamps, superseding the expensive mode of horse-labour, &c. The late heavy rain and inclement weather have very much retarded our progress on our open and exposed dressing-floors in cleaning the tin; nevertheless we shall do our best to be a smelting-house this week with the present quantity prepared, and the remainder in the course of dressing will follow without delay.

—WEST BASSET.—John Gilbert, July 5: The lode in the 52, east of Carnkie shaft, is still worth for tin 10*l.* per fathom; the lode is getting larger and more promising.

—Flat Lode: The 114, west of cross-cut, is worth 6*l.* per fathom. The lode in the 134, west of cross-cut, is worth 6*l.* per fathom. We have holed the rise from the 134 to the 124, and set the ground on tribute at 8*s.* 6*d.* in 1*l.* The 144 is producing tinstuff of low quality. The lode is still disordered, but we expect an improvement as it leaves the influence of the cross-course.—Grenville's Shaft: The 104, east of shaft, on the new lode, is worth for tin 7*l.* per fathom. There is no change in the 124, west of shaft, since last reported. The lode in the 134 west of shaft, is worth for copper and tin 6*l.* per fathom. The lode in the 164 east of shaft, is producing good stones of copper ore. There has been no lode taken down for the past week in the 174, east of shaft. The value in last report for copper and tin was 8*l.* per fathom. We are making good progress in draining the water at Thomas's engine-shaft. We have reached the 154, and expect to be in fork to the bottom of this part of the mine by the end of next week. The masons are getting on very well with the engine-house for new stamps, and this week we commenced to build the new burning-house.

—WEST CARMADON.—N. Richards, July 4: Marlin's shaft: In the 65 cross-cut north we are making good progress toward Allen's lode. The lode in the 55, east of cross-course, will yield 1*l*. 10*s.* per fathom. In the 55, east of cross-course, we have cut another branch, which, although small, is producing some good ore. The channel of ground through which we are driving is congenial for the production of mineral. In the 42, driving east of cross-course, we are cutting cross-heads, which has disordered the lode, now worth 1*l*. 10*s.* per fathom. Two stopes west of cross-course at this level will yield in the aggregate 4 tons per fathom. The winze sinking below this level, east of cross-course, will produce 2*l*. 6*s.* per fathom. The lode in the 55, east of cross-course, is being urged on vigorously through a beautiful channel of ground. The lode in Richard's shaft, sinking below the surface, is producing some very good ore. In the rise against this shaft the lode will produce 2 tons per fathom.

—WEST CWM ERFIN.—July 4: In the cross-cut north from the adit level, at this mine, we have just intersected a branch, or part, of the lode about 10 in. wide, composed of spar, carbonate of lime, and clay-slate, with spots of lead and copper, but, from present appearances, the main part of the lode is still before us.

—WEST ESGAIR LLHE.—R. Harvey, July 6: In consequence of the floods of rain we had during the past week we have been able to do but little with our surface operations. It has also impeded our progress in sinking the new engine-shaft, as we have had a great quantity of surface water to contend with, but I am glad to say the weather is more favourable, and we are going on with the sinking as before. The lode in the shaft is from 5 to 8 ft. wide, composed of lead, copper, and gossan, but not quite so good as in the bottom of the adit level, which clearly indicates that as depth is attained the more productive the lode will be. The men are making fair progress in the rise in back of the adit level, and I am daily anxiously looking forward to have a communication with the lode, when we shall commence sinking under the adit with as little delay as possible. No change to notice in any other part of the mine.

—WEST GODOLPHIN.—John Pope, Jun., June 2: South Lode: The sumph-shaft is sunk the required depth for the 20 fm. level, and driving commenced east and west of the shaft. The lode in the ends is about 1 ft. wide, low-priced tinstuff. We shall cut flat, barrow-road, &c., as fast as possible, so as to resume sinking. The lode in the bottom of the shaft is 18 in. wide, and appears to be improving. I think we shall be able to sink 10 fathoms deeper before we fix the lift. The 18 fm. level is driven east of Thomas's shaft 8 fathoms; lode 18 in. wide, producing occasionally rich stones of tin, worth about 4*l.* per fathom. I am expecting an improvement here, as the lode is very similar in appearance to the lode in the deep adit level. Just before we cut the rich bunch of tin.—North Lode: The 10 fm. level is driven 6 ft. west of the cross-cut; the lode in the present end is not so good as when we cut it; lode 6 in. wide, worth 2*l.* 10*s.* per fathom.—Caunter Lode: Pressure shaft is sunk 6 fms. 8*s.* below the 20 fm. level. Here we have met with a considerable change. The lode is not so hard as it has been lately; for about half the length of the shaft the lode varies from 3*l*. 6*s.* to 4*l*. 6*s.* wide; the remaining length from 1 ft. to 18 in. wide, worth 3*l*. per fathom for the length of the shaft. The lode is of rougher grain than it has been before. The killas by the side of the lode is changed in colour from red to blue. With this change in the lode and country rock the water has considerably increased. The 20 fm. level is driven south-east of Pressure shaft 7 fms. 2*f.* 6*s.*; lode 2*l*. 2*s.* wide, saving work for tin a kindly lode. The 20 fm. level is driven north-west of Pressure shaft 18 fms. 4*f.* 9*s.*; lode 9 in. wide, low-price tinstuff. This level is within a short distance of South Hope lode, at which point we may expect an improvement. No 1 winze, north-west of Pressure shaft, is sunk 2*l*. 6*s.* 5*f.* below the 20 fm. level; lode 15 in. wide, worth 2*l.* per fathom. The stopes in the back of the 20 fm. level, north-west of Pressure shaft, is worth 4*l.* per fathom; the stopes in the back of the 10 fm. level, north-west of South Hope lode, is worth 4*l.* per fathom. There is no change in our tribute department calling for remark. I think our next part of tin will be a little more than last.

—WEST JEWELL.—J. Michel, July 6: The progress that we are making in clearing and securing Greene's engine-shaft and in carrying out every other point that we think ought to be done, is being done vigorously, economically, and to our entire satisfaction, and judging from what tin we have already sold, and the prospects we have in view, you may rest assured of this mine well repaying you for your outlay in a very short time.

—WEST PRINCE OF WALES.—J. Gifford, July 4: We are getting on with our work and forking the water in fork for the men to begin work in the bottom ends on Monday next.

—WEST ST. IVES.—Thomas Uren, July 4: There is very little change to notice in driving west since last report; the lode is still of a very promising character, and is taking the course of the killas in the cliff. We shall soon be into better ground, where there is every reason to expect a very great change for the better.

—WEST TANKERVILLE.—Arthur Waters, July 6: No material change to notice in any of the points under operation since last reported on. A full report of the workings shall be given next week. Shareholders must not expect me to convey to their private enquiries respecting the mines. They should look to the published reports, which contain all the information of worth that we could convey through a private channel.

—WEST WHEAL TOLGUS.—In Taylor's engine-shaft, under the 118 fm. level, the ground is a little more favourable for sinking. The 115, east of Taylor's shaft, we are driving through the cross-course. The 116, west of Taylor's shaft, we are driving in killas under the lode. In the 106, east of Taylor's shaft, the lode is small, producing stones of ore, but not sufficient to value. In the 95, west of the cross-cut, at Richard's, the lode is 4 ft. wide, yielding 2*l*. 6*s.* tons of ore per fathom, worth 10*l.* per fathom. In the stopes in the back of the 105 west the lode is yielding 2*l*. 6*s.* tons of ore per fathom, worth 15*l.* per fathom. In the stopes in the back of the 105 west the lode is yielding 4 tons of ore per fathom, worth 15*l.* per fathom. In the stopes in the back of the 105 east the lode yields 7 tons of ore per fathom, worth 2*l*. 6*s.* per fathom. In the stopes in the bottom of the 85 east the lode produces 4 tons of ore per fathom, worth 15*l.* per fathom.

—WHEAL BULLER.—James Inch, July 5: Hocking's shaft sinking under the 114 fm. level is worth for tin 6*l.* per fathom for the length of the shaft, which is 2 ms. long. The 114 fm. level driving east of this shaft, is worth for tin 16*l.* per fathom. The 114 fm. level driving west is producing stamping work for tin. The 102 fm. level driving west is producing stones of tin and copper-ore.—Stevens' Shaft: The stopes in the back of the 102 fm. level, west of this shaft, is worth for tin 2*l*. per fathom. The 92 fm. level, driving east of this shaft, is producing good stones of tin. Nothing new in any other part

* * With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Mining and Manufacturing Industry of Scotland; Ironworks and Collieries in Yorkshire; Ventilation of Mines; Mine Owners and their Leases; the Ferrie Furnace; Iron Manufacture; Mechanical Puddling; Import Patent Office Reform (P. Spence); Royal Cornwall Polytechnic Society (R. R. Broad, J. H. Collins); Ore Dressing, No. IX., by E. G. Spilsbury (illustrated); Boring Machines in Metallic Mine (G. W. Denys); Improvements in Stamping Machinery; Judicious Working of Metallic Mines; Perseverance and Success in Mining Adventure (R. Tredinnick); Finance, and the Mining Interests (R. Tredinnick); Marazion District (A. Bennett); Terras Tin Mine; Mining in Cardiganshire (J. Roberts); Mining in Nevada, U.S.; New Quebec—Patent Law Reform—Report of Select Committee on Steam-Boiler Explosions—Great Monk's Tunnel—Dominion Pacific Railway—Coal Resources and Coal Mining in America—The Burleigh Drill (Illustrated)—Californian Mining News—Gold Mining in Brazil—Foreign Mining and Metallurgy—West Rhosyddo Lead Mines—Mining Notabilia, &c.

EAST CWM VRON.—The details of a preliminary meeting are reported in another column. Most of the leading practical authorities (who had previously inspected the mine) were present, all of whom expressed an opinion that with the expenditure of a moderate amount of capital, under judicious management, successful results would be realised.

NEVADA.—Crown Point mining stock was selling in San Francisco last November at \$3 per share. Within four months they had risen to \$100 per share, and are now selling at \$300 per share. As there are but 600 feet in the mine, and 12,000 shares in the company, the present selling price is at the rate of \$6000 per foot, or \$3,600,000 for the whole mine.

ECLIPSE (Gold).—The last advices state that the lode in Hayman's shaft shows gold far more plentifully than at first, and that the gold is coarser, with very little base metal in the lode. The manager mentions having tested some of the quartz rock. It was crushed fine with a sledge hammer, ground in a pan, and yielded \$16 to the ton in gold and silver, the latter being only about \$2, thus showing that gold predominates. He concludes his remarks by saying that the future looks bright, and that success is certain.

THE AUSTRALIAN AND NEW ZEALAND DIVIDEND GOLD MINES INVESTMENT COMPANY (Limited).—We are glad to see the plan of insurance, which has been carried out so successfully in the case of the Foreign and Colonial Government Trust, is being called into requisition for mining investments. The principle is a sound one—exceedingly so—and more applicable, in our opinion, to mining than to any other species of investments. The large returns from Australian and New Zealand mines, varying from 10,000% to 15,000% per annum, are often coveted by English investors; but one serious difficulty—the long distance—with which hitherto considered almost insuperable, has had the effect of checking enterprise in that direction. Still a considerable amount of money has been remitted privately for investment in our southern colonies, and so successfully that a strong desire exists to invest on a larger scale. The above scheme—advertised in the *Mining Journal* of this day—has been launched with that object, and to obviate all difficulties, under the auspices of Mr. Thomas Dicker, of Royal Exchange-avenue, who has had long and intimate acquaintance with Victoria mines. Mr. Dicker has brought out the London and Thames and Mariner's Reef Companies, both paying dividends, and the Winter's Frechold Mine, which will very shortly be in full swing, and we hear likely also to pay respectable dividends. The undertaking will, we think, without a question, be strongly supported, and we understand a large number of the shares have been already applied for.

PERKINS BEACH.—The reports from the mine continue to be of a highly satisfactory character, and tend to strengthen the favourable estimation in which it is already held both by mining men and the public. The pump-sump, one of the main points of operation, is exhibiting a marked improvement, both with regard to width of lode, length of ore ground, and the quantity of ore yielded, with every prospect of permanence. The chimney-pipe rise is richer and longer. The breast in the deep adit to intersect this ore is being rapidly pushed on, and has entered favourable ground. The driving in the south cross-cut is progressing as rapidly as possible, considering the hard nature of the ground. It is letting out so much water as to cause the men much difficulty in drying their holes, clearly showing the near approach to a lode. In No. 2 canter the preparations to unwater are being continued, and it is expected will be completed in a few days, when important results may be at once looked for. The general character of the ore and the spar connected with it is strongly analogous to that of Old Snailbeach, more especially that found in the deepest part of the mine, the winze below the 23, on the pump-sump lode, which lode may be considered a parallel vein to that in Old Snailbeach.

CAMBORNE VEAN.—This old mine, forming one of the series occupying the ground on the north foot of the Carn Brea granite range of hills, in one unbroken chain, and which, like its neighbours, Dolcoath, Cook's Kitchen, Tincroft, and Carn Brea on the same lodes, has been very rich in copper, is now found to yield tin-stone of excellent quality at several levels and on various lodes. The workings are drained to a depth of 180 fathoms, and there are several good shafts to this depth, through which the tin is drawn up by a steam winding engine. A new company about to be formed for carrying on this mine, which promises to be a great success.

SOUTH CONDURROW.—The sales of tin from this mine have increased to about 28 tons per month, which quantity is returned by 48 heads of stamps, but 32 additional heads will be at work within three weeks, which will be kept amply supplied by means of the great size and good quality of the lode. The increase in the sales of tin will then, of course, be much greater. This mine appears to be opening out equal to any of the mines in the Camborne district, and promises to give profits equal to the best of them.

ROCHE CONSOLS.—The 30-inch steam-engine erected by this company was successfully started on Saturday last. The first 16 heads of stamps have been attached, and in the course of a few weeks a batch of tin will be ready for the market. The tin, which is of the best quality, will realise the highest prices, and as the most important lode can be worked as an open cutting, a great saving will be effected in the cost of production.

BRITISH MINES—(Continued).

CAEGYNNON.—T. Hodge, July 5: In the 60 cross-cut I think we have reached the wall of the lode or branch; the ground is better, and fair progress is being made.—North Lode: In the 50 east end there is no change worthy of notice. In the 50 west end the lode is worth 6 cwt., of lead per fathom, and looks promising to improve. The lode in the rise in the back of this level is worth 10 cwt., of lead per fathom, both with regard to width of lode, length of ore ground, and the quantity of ore yielded, with every prospect of permanence. The chimney-pipe rise is richer and longer. The breast in the deep adit to intersect this ore is being rapidly pushed on, and has entered favourable ground. The driving in the south cross-cut is progressing as rapidly as possible, considering the hard nature of the ground. It is letting out so much water as to cause the men much difficulty in drying their holes, clearly showing the near approach to a lode. In No. 2 canter the preparations to unwater are being continued, and it is expected will be completed in a few days, when important results may be at once looked for. The general character of the ore and the spar connected with it is strongly analogous to that of Old Snailbeach, more especially that found in the deepest part of the mine, the winze below the 23, on the pump-sump lode, which lode may be considered a parallel vein to that in Old Snailbeach.

CAFARTHA.—Capt. Williams, July 1: We holed the winze to the 15 fm. level last night. I shall push on the level as before, and the sinkers will commence stripping down the lode.

CALSTOCK CONSOLS.—W. B. Collom, July 4: The north underlie lode, which has been intersected north of the Danescombe lode, is 1½ ft. wide. The lode going west of the cross-cut driven is composed of quartz, mica, and stones of ore, 9 in. wide. Should this ore continue it will yield 2 tons of ore per fathom, worth 6½ per ton. I have put the men to drive in the killas between the two odes, and then strip out the lodes afterwards.

BLAEN CAELAN.—John Evans, July 5: Settlings for July: Four men to drive the 2½ east of shaft, at 10cwt. per fathom; the lode is of a very promising character, and strongly spotted with lead ore. Two men to drive the same level, west of shaft, at 9cwt. per fathom; lode looking equally promising, and contains both lead and copper. Six men to stop the back of the 10, east of shaft, at 60cwt. per fathom; lode producing fully 1½ ton per fathom. Stopes Nos. 1 and 2. In each of the old adits, are set 12 men, at 45cwt. per fathom; lode producing fully 1 ton of lead ore per cubic fathom. Four men to drive the main adit level further north, at 120cwt. per fathom. Four men to drive the new adit, south of Caerlan river, at 60cwt. per fathom. Surface operations progressing well.

BLUE HILL.—S. Bennetts, A. Gripe, July 1: The lode in the 60, east of Lether's, continues much as last reported, very little of it having been broken during the week. The Wheal Betsy lode in the 13, east of Poulyar, is worth 5½ per fathom. The stopes below this level are worth respectively 7½ and 8½ per fathom, and the one above, on the south part, 4½ per fathom. The 30, east of Wheal Joy shaft, is being cleared as fast as possible, and the sinking of the diagonal of this shaft below the adit is progressing through the old lode working satisfactorily, since the salt water has been taken up.

BOG.—W. Nancarrow, J. Lean, July 5: Good progress has been made in fixing the house-lift; we expect to have it completed in two days; we shall then resume clearing up the shaft below the 70. The 70, east of main lode, has been cleared and secured about 25 fms. from shaft. The western level, on same lode, about 10 fms. from shaft; we have also cleared out a cross-cut level 15 fms. on the white stone lode, and set a pitch in the back at 6½ per ton for lead (class 20s. per ton for dressing). At surface we are carrying stone for building the walls around the capstan engine, capstan and crusher, and shall get them covered as soon as possible, we shall also make preparations for putting a roof over the large boilers at the 70 in pumping-engine.

BRONFLOYD.—Thomas Kemp, July 6: Settlings for July—No. 1 Shaft, South Lode: Having now a good supply of surface water, we have again forked this part of the mine, and the cross-cut north from the 30 west is re-set to four men, at 15cwt. per fathom; the part of the lode cutting through is composed of spar, spotted with copper, and is exceedingly hard.—No. 2 Shaft, North Lode: Six men to open the lode to the full width in the 84, and to the west of winze, at 110cwt. per fathom; the lode is worth 2 tons of ore per cubic fathom. Four men to stop the lode in this level, west of winze, at 80cwt. per fathom; the lode is worth 1 ton of ore per cubic fathom. Four men to drive the 73 end west, at 20cwt. per fathom, also in hard ground; the lode is worth 3 tons of ore per fm. Two men to drive the 73 east, at 160cwt. per fathom, producing about 10 cwt. of ore per fathom. Six men to stop the lode under the 62, west from winze, at 50cwt. per fathom; the lode is worth 1 from 2 to 2½ tons of ore per cubic fathom. Four men to stop the lode to the east of this winze at 50cwt. per fathom; the lode is worth 1 ton of ore per cubic fathom. Six men to rise and stop the lode over the back of the 62, west of shaft, at 115cwt. per fathom; the lode is worth 2 tons of ore per fathom. Four men to stop the back of the 62, east of shaft, at 60cwt. per fathom; the lode is worth 1 ton of ore per cubic fathom. A tribute pitch over the 52, to four men, at 120cwt. per ton of clean dressed ore; the lode is producing 10 cwt. of ore per fathom.—No. 2 Shaft: The 40, from this shaft, is thoroughly timbered, and the end re-set to four men, at 65cwt. per fathom.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, JULY 7, 1871.

COPPER.	£ s. d.	£ s. d.	IRON.	Per ton.
Best selected .., ton	76	0	0	78
Tough cake and tile	74	0	0	75
Sheathing & sheets	78	0	0	79
Bolts	79	0	0	80
Bottoms	82	0	0	83
Old	69	0	0	70
Burra Burra	76	0	0	75
Wire	0	0	9½	10d.
Tubes	0	0	10½	10d.
BRASS.	Per lb.			
Sheets	8d.	9d.		
Wire	7½d.	8d.		
Tubes	8d.	16½d.		
Yellow Metal Sheathing ..	6½d.	7½d.		
Sheets	6½d.	7½d.		
SPELTER.	Per ton.			
Foreign on the spot £18	15	0	18	10
To arrive ..	18	10	0	—
ZINC.	Per ton.			
In sheets	24	10	0	—
QUICKSILVER(p. hot.) £9 10 0	—	—		
TIN.	Per ton.			
English blocks ..	£125	0	0	136
Do., bars (1 brls.)	136	0	0	137
Do., refined	139	0	0	140
Banca	135	0	0	136
Strata	133	0	0	134
TIN-PLATES.*	Per box.			
IH Charcoal, 1st qua. t	1	8	1	9
IH Ditto, 1st quality	1	15	0	16
IH Ditto, 2d quality.	1	7	6	8
IH Ditto, 2d quality.	1	13	6	14
IH Coke	1	4	0	15
IH Ditto	1	10	0	11
Canadaplates, p. ton.	13	10	0	15
Adit, at works	13	10	0	14
LEAD.	Per ton.			
English Pig, com.	18	0	0	18
Ditto, L.B.	18	2	0	18
Ditto, WB	19	5	0	—
Ditto, sheet	18	10	0	—
Ditto, red lead	20	10	0	—
Ditto, white	28	0	0	30
Ditto, patent shot	20	10	0	—
Spanish	17	10	0	17
STEEL.	Per ton.			
Swed., 1t kegs(rolled)	12	0	0	13
(hammered)	13	0	0	14
Ditto, in faggots	15	0	0	16
English, spring	17	0	0	23
LEAD.	Per ton.			
English Pig, com.	18	0	0	18
Ditto, L.B.	18	2	0	18
Ditto, WB	19	5	0	—
Ditto, sheet	18	10	0	—
Ditto, red lead	20	10	0	—
Ditto, white	28	0	0	30
Ditto, patent shot	20	10	0	—
Spanish	17	10	0	17
TIN-PLATES.	Per box.			
LEAD.	Per ton.			
English Pig, com.	18	0	0	18
Ditto, L.B.	18	2	0	18
Ditto, WB	19	5	0	—
Ditto, sheet	18	10	0	—
Ditto, red lead	20	10	0	—
Ditto, white	28	0	0	30
Ditto, patent shot	20	10	0	—
Spanish	17	10	0	17
STEEL.	Per ton.			
Swed., 1t kegs(rolled)	12	0	0	13
(hammered)	13	0	0	14
Ditto, in faggots	15	0	0	16
English, spring	17	0	0	23

* Add 6s. for each x.
Terne-plates 2s. per box below tin-plates of similar brand.

REMARKS.—The tone of all our markets continues satisfactory. In some departments of the metal trade there is abnormal activity, and manufacturers are disposed to regret that they have taken orders at too low a price. They find it difficult to keep to contract time of delivery, and fresh orders are coming forward faster than they can be executed. In other departments the demand is steady and improving, and prices all round, with one or two exceptions, are firm, with an upward tendency. Buying on foreign account is being proceeded with on an important scale; and in consideration of the collapse on the Continent, which has lasted for a year, a large amount of arrears has to be made up. The late and present purchases on continental account have been mainly with a view of importing metals into France before the imposition of restrictive duties. Doubtless, very shortly these metals will come into consumption; and judging from the elasticity of French finance, it would appear that little difficulty will be experienced in raising funds to supply the legitimate requirements of the country.

COPPER.—This metal fully maintains the improvement which for some time past has been observable. If orders for manufactured are somewhat limited other descriptions are enquired for, and parcels change hands at advancing rates. Stocks here are reduced by considerable shipments to Havre, where there exists a present demand, and where the prospective demand is very good. Shippers to Havre are indisposed to realise at present prices, but they deemed it wiser in anticipation of the retrospective duty about to be levied to ship without delay. There is an almost entire absence of speculation in copper, operators for the rise being still indisposed to acknowledge the stability of the present improvement. Chill bars, good ordinary brands, 67½. Yellow metal continues very firm, and makers are now asking for 4 by 4 sheets at 6½d., and 6¾d. for sheathing; the latter can be bought, however, at 6¼d.

IRON.—There has been somewhat less activity in the North of England during the past week. This is usually the case about this time of year. Ironmasters endeavour to arrange their shipments so as to give them leisure for stock-taking, which is now being proceeded with. French enquiries are more frequent, and it is probable that a large business will result before long in that quarter. Rail orders are received both for home and foreign account. Russia still continuing large purchases. The lowest price now quoted is 61. 15s. and 77. Plates are in exceptionally good demand, owing to the large number of iron vessels which are on hand. Merchant bars are firm. The former realise 9½, and the latter 7½. Difficulties are arising in the matter of wages, and some workmen in the Mid-dlesborough district are out on strike, but the matter in dispute is capable, it is thought, of speedy settlement. The strike at Newcastle is of a more serious character. Some 10,000 men are still out of work, and from the temper displayed it would appear that rather than return upon the old terms they are prepared to submit to some further inconvenience and suffering. They do not receive the help they expected.

South Wales.—Although there has been a measure of improvement in this district, it does not warrant any advance in list prices, consequently at the Preliminary Meeting of Ironmasters, held last week, it was determined to make no alteration. A large business continues to be done for America, both North and South, but the long looked for demand from Russia does not supply the expected orders. On the other hand, there is a better business doing for continental requirements. Scotch pigs have exhibited some variations during the week, at one time being quoted as high as 58s. 3d. cwt., from which the price receded to 57s. 10½d. cwt., closing with a quiet market at about these prices. Shipments for the week ending July 1, 1871, 17,880 tons; corresponding week of 1870, 12,880 tons; increase, 5,000 tons; total increase for the half-year about 55,000 tons. Swedish iron is steady, but quiet. Prices unchanged.

LEAD has been rather inactive. No further concessions have been chronicled.

SPELTER.—

Roman Gravels, 19 to 19½; the recently reported discoveries maintain their last quoted value. Perkins Beach, 1½ to 2; the ore on the Pump-sump and Chimney Pipe lodes are reported as richer, and of a character similar to that found in the adjoining mine, Snailbeach. The cross-cut south to intersect the great spar vein is letting out a large quantity of water, and an intermediate lode is expected in this part. The only feature in tin mines is the continued firmness of shares in Carn Brea and Tincroft, and a heavy fall in East Lovell; last quoted, 13½ to 14.

In Copper Mines Devon Consols are firm, and Cape Coppers have risen to 8d. 9½ prem. The closing quotations are as follows:—Cae-gynon, 1 to 1½; Devon Great Consols, 10½ to 10½; East Caradon, 4 to 4½; East Grenville, 3½ to 3½; Great Laxey, 16½ to 17; Great Wheal Vor, 10½ to 10½; Marke Valley, 6 to 6½; Tincroft, 52 to 54; West Chiverton, 22½ to 23½; Wheal Grenville, 6; Don Pedro, 1½ to 1½ prem.; Port Phillip, 1½ to 1½; St. John del Rey, 31½ to 32½; Taquaril, ½ to ¾ dis.

IRISH MINE SHARE MARKET.—Since the unexpectedly favourable disposal of the French Loan more capital is ready to be invested in mines than for a long time past, nevertheless prices have not been much affected, excepting the natural decline of Mining Company of Ireland shares, in consequence of the non-declaration of a dividend at their last half-yearly meeting, and the unexpected neglect of Connoree shares since their conversion into stock. Under these circumstances Wicklow Copper shares have acquired a prominent position, commanding at present the best price of any of our marketable mine shares, they averaging from 6d. to 6d. 5s. (2½ 10s. paid.) Mining Company of Ireland is gradually recovering from the recent heavy fall, and buyers are found at 6d. 12s. 6d. or 7s. 6d. discount. Killaloe Slate Quarry shares have receded from 25s. to 23s. 6d., remaining flat. It is rumoured in Dublin that Mr. Jehu Hitchins, the most experienced mining engineer the directors could select, has within the last few days been inspecting Connoree Mines. No doubt his report will in due time be circulated among the shareholders, and otherwise be made public before long. Meanwhile we have heard that he is generally much pleased with this mine of ancient celebrity, more particularly with the recent discovery of a strong copper lode, probably more than 30 ft. wide, at present chiefly composed of copper of low produce, which is likely to improve in greater depth.

At Redruth Ticketing, on Thursday, 1975 tons of copper ore were sold, realising 7544½ Os. 6d. The particulars of the sale were: Average standard, 10½; average produce, 6½; average price per ton, 3d. 16s. 6d.; quantity of fine copper, 128 tons. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
June 1...	1912	... £9 14 0	... 6½	... £3 13 0	... 11s. 4d.	... £58 14 0
July 22...	4196	... 101 8 0	... 6½	... 4 0 0	... 12 0	... 60 2 0
July 6...	1975	... 101 0 0	... 6½	... 3 16 6	... 11 9 ½	... 58 16 6

Compared with the last sale, the standard has slightly advanced.

The LISBON STEAM TRAMWAYS COMPANY, with a capital of 200,000£, in shares of 10s. each, under the chairmanship of His Excellency the Duke of Saldanha (Envoy Extraordinary from the Government of Portugal), with John Chapman as deputy-chairman, and the most powerful and influential direction that has appeared upon a prospectus for some time past, has been formed, under the immediate patronage of the King of Portugal, for the purpose of giving the City of Lisbon the advantages of communication by means of steam tramways on the public roads, with the important districts of Cintia and Torres Vedras. The Larmanjat system will be adopted, and a speed of 12 to 15 miles an hour will be maintained. It is confidently believed that the enterprise will give dividends of from 45 to 25 per cent. per annum. The prospectus, which contains all the information that can possibly be desired, will be found in another column.

The SNOWDRIFT SILVER MINING AND REDUCTION COMPANY, with a capital of 75,000£, in shares of 2s. each, has issued its prospectus. The object of the enterprise is to acquire and work the Snowdrift and Daniel Peters lodes (which are only about one mile from the celebrated Colorado Terrible Mines), with reduction works and ample water rights. The prospectus, with accompanying reports, are published in this day's Journal, and in another column the prospects of the undertaking are more fully referred to.

The TALIESIN MINING COMPANY, with a capital of 30,000£, in 6000 shares of 5s. each, has been formed for the development of a mineral property situated in Cardiganshire. The sett comprises about 150 acres, and is held under lease for 27 years, at a royalty of 1½d.; the property is located in that part of the county so long celebrated for the production of lead ore containing a large percentage of silver. Several practical men have examined the property, and report that there are no less than ten lodes visible at the surface, but only two have been worked upon to any extent. The engineer reports that the workings will yield from 15 cwt. to 2 tons of ore per fathom, but in the following estimates of the result of working the mine he has taken the moderate average of 1 ton only, and at that rate the profit will be sufficient, after providing for wear and tear and renewals, to pay a dividend of 25 per cent. on the paid-up capital. If, however, the mines be opened out as proposed there is no doubt in his mind that the quantity of lead will be found in much greater proportion. Calculating the yield at 1 ton only per fathom, the directors state that they have satisfied themselves that the workings at the present levels will yield immediately a fair profit. It is also stated that by vigorously extending and developing the property at lower levels the mines will under proper management become as valuable as any in this well-known district, and prove remunerative.

The OLD TREBURGETT SILVER AND LEAD MINING COMPANY are inviting subscriptions for the second issue of 10,000 shares, of 1s. each. The capital of the company is 30,000£, of which 20,000£ has been already taken up, leaving the present 10,000 shares to be placed. The amount of work done and the prospects of the undertaking can be judged of from the prospectus, which, with section of the workings, will be found in another column. The value attaching to the mine arises principally from the rich silver ores, which in former workings were not recognised, and were consequently thrown upon the rubbish heaps. The first parcels of lead, silver, and blonde ores raised from all parts of the old workings have just been sold by public tender, and realised for the first quality ores 23d. 12s. 6d.; 23d. 2s.; 3d. 15s. 6d. per ton respectively, the second quality ores fetching, of course, less. It is anticipated that the deeper the mine is worked the richer will be the produce, especially of the silver ore, and consequently that higher prices will be obtained than those named. There are likewise two powerful parallel argenticiferous lodes unworked in the sett, which will be developed without delay. The property was successfully worked some forty years ago as a lead mine, but the cutting of a cross lode caused such trouble with the water—that only a small 32-inch engine being on the mine—that operations were subsequently suspended. It is confidently anticipated that if only 1 ton of silver-lead and blonde ores be raised per day it will give returns more than sufficient to pay a dividend of 15 per cent. on the total capital. With regard to the present position of the company for carrying on the operations at the mine, Capt. Hancock writes that the machinery consists of a good 50-in. pumping-engine, 22-inch drawing-engine, with crusher attached, capable of crushing any amount of ore they may have. After their pitwork is rearranged they will be in a position to prosecute the mine vigorously to any reasonable depth.

The TAMAR CONSOLS SILVER-LEAD MINING COMPANY, with a capital of 12,000£, in shares of 1s. each, has been formed for the purpose of working a valuable mineral property, bounded on the west by the River Tamar and on the south-west by Devon Great Consols; it is about a mile square, and contains five known lodes, embedded in highly mineralised and very congenial killas, forming a junction near the shaft. The royalty has been fixed at 1-20th on silver-lead and 1-30th on tin, copper, &c., and the purchase money has been fixed at 2000£, in cash and 7000£ in fully paid shares. It is considered that the 3000£ remaining for working capital will be sufficient to fully prove and properly work the mine. The late Captain Thos. Moyle reported that with proper and economical working the mine could not fail to become a productive and remunerative one. Capt. Thos. Gidley expressed the opinion that the future workings on the

lodes in the sett will leave a great profit to the adventurers, in addition to very shortly paying all costs of the mine. These views are confirmed by other agents who have inspected the property.

At Trumpet Consols Mine meeting, on June 30, the accounts showed a credit balance of 3140£. 13s. 8d. A dividend of 1s. per share was declared; an shares subdivided into 4000. Capts. R. Quenell, J. Howe and J. Guyay say—"We think the mine altogether has never looked better than at the present time, and we have raised more tin during the past quarter than in the previous one."

At West Wheal Tolpus meeting, on June 29, the accounts showed a loss of 1370£. 4s. 1d. on the four mouths' working, and debit balance of 552£. 7s. 2d. A call of 3s. per share was made. Capts. John Hancock, Willian Griddle, and Ja[n]e Vigay say—"The first sale of ores for the next account realised 1075£., and we estimate that the second sale will be about 1300£. We do not think the cost will be less than that for the previous four months."

At the Sierra Buttes Gold Mining Company board meeting, on June 8, the directors declared an interim dividend of 2s. per share.

The shares of the Lisbon Steam Tramways Co. are 2½ to 2½ prem.

The shares of the Ajax (Big Indian) Silver Mine have been dealt in to-day at 1 premium.

The letters of allotment and regret in the Swansea Smelting and Silver Mining Company were issued last evening. We understand a very large number more than could be allotted were applied for.

UTAH.—Messrs. Buel, Bateman, of this city, have shipped 80 tons of bullion to Omaha; this firm will shortly be in a position to ship 80 tons daily no small quantity for our firm.—*Salt Lake City Herald*, June 16, 1871.

NOTICE.

THE DIRECTORS of the AJAX (BIG INDIAN) SILVER MINING COMPANY (LIMITED) are PREPARED to RECEIVE APPLICATIONS for the APPOINTMENT of CAPTAIN and MANAGER of the above Mine, at COLORADO.

Applications to be by letter only, addressed to the Secretary, enclosing testimonials. W. C. CRANE, Secretary, 2, Gresham-buildings, Guildhall.

TO PRACTICAL COAL BORERS.

WANTED, TWO YOUNG MEN, with a few years' experience of COAL BORING, and of steady and industrious habits, for SERVICE under the GOVERNMENT of H. H. the NIZAM of HYDERABAD. Salary £300 per annum. Passage free to Hyderabad. Medical certificates of fitness for out-door employment in a tropical climate will be required.

Applications, accompanied by testimonials, to be addressed to "H. J.," 8, Clement's-lane, E.C.

WANTED, immediately, to proceed to the United States, a COMPETENT AGENT, thoroughly acquainted with the SMELTING of ARGENTIFEROUS LEAD ORES, to TAKE CHARGE of the ERECTION of SMELTING WORKS, and superintend them afterwards. Liberal terms to a first-class man.

Address, "Smelter," 20, Buckingham-street, Strand, London.

WANTED, an UNDERVIEWER, at a large Colliery in the SOUTH YORKSHIRE DISTRICT, working the Barnsley Seam of Coal, and raising over 200,000 tons a year.

Apply to Mr. T. W. JEFFCOCK, 18, Bank-street, Sheffield.

WANTED, in the City, a GENTLEMAN of INFLUENCE to ACT as SECRETARY to a FIRST-CLASS FREEHOLD MINING COMPANY. One already acting in that capacity will be preferred. Address, "Agent," MINING JOURNAL Office, 26, Fleet-street, E.C.

WANTED, a GOOD SECONDHAND 85-in. cylinder PUMPING ENGINE, from 10 ft. to 10½ ft. stroke, with or without two Cornish boilers.

Lowest price, and where to be inspected, to be forwarded to Messrs. JOHN HOCKING and SON, Engineers, Trewhiddle-terrace, Redruth.

WANTED, a GOOD SECONDHAND CONDENSING ENGINE, for PUMPING and DRAWING; cylinder from 25 to 30 inch. Address, stating particulars, T. HUGHES, 59, Seel-street, Liverpool.

WANTED, a GOOD SECONDHAND CORNISH PUMPING ENGINE, cylinder not less than 36 inches, stroke 9 feet. Address, DALTON HEMATITE MINING COMPANY, Ulverston.

PITWORK WANTED (secondhand) for the GELLYGAER COLLIERY, in the County of GLAMORGAN.

SPECIFICATION OF MATERIALS REQUIRED.

FOURTEEN GIRDERS:—

TIMBER.

If oak be used they must not be less than 13 inches square.

If pitch pine they must not be less than 15 inches square.

Seven will have to be cut into lengths of about 13 feet.

Seven will have to be cut into lengths of about 21 feet.

HORIZONTAL RODS:—

About 1200 feet, not less than 13 in. square, each length not to exceed 36 ft.

IRONWORK.

Strapping plates and pins to fit the horizontal rods.

Four pairs of hammered iron caps, with gibs and cutters.

One double power crab winch, with brake, to lift 7 tons.

Tenders, including delivery at Cardiff, or at the Colliery, to be addressed to DOBSON, BROWN, AND ADAMS, Mining Engineers, Cardiff.

A GENTLEMAN, having good City Offices, and who for many years has been intimately known in connection with the Rail and Bar Iron Trade, wishes to ADD to his PRESENT BUSINESS of IRON MERCHANT of the LONDON AGENCY of any GOOD WORKS, either on the East Coast of England or elsewhere.

Any communication to be addressed to "A. B.," Stationers, 14, Wilson-street, Finsbury, E.C.

A MINING ENGINEER, of large experience, OFFERS his SERVICES to anyone requiring REPORTS, VALUATIONS, PLANS, ESTIMATES, or ADVICE of any kind as to the OPENING OUT or WORKING of MINERALS at home or abroad.

Address, "C.V. and M.E." MINING JOURNAL Office, 26, Fleet-street, E.C.

R EQUIRED, for a SLATE QUARRY in NORTH LANCASHIRE, AN EFFICIENT CARPENTER, accustomed to MINE OR QUARRY WORK.

Address, with full particulars of ability, wages, and references, to Mr. EDDY, Skipton, Yorkshire.

COAL MINE—TWENTY ACRES—SHAFTS SUNK, and all NECESSARY MACHINERY on the ground, now in working order. Land intersected by a branch of the London and North-Western Railway. Vendor will sell half or a quarter of his interest—price of half, £700; and of quarter, £350. This is no speculation.

Apply to BELL WILLIAMS AND SON, Land Agents, 40, North John-street, Liverpool, who have examined the mine.

EXTENSIVE COAL PROPERTY IN WARWICKSHIRE TO BE LET UPON LEASE.

For terms and particulars, apply to Messrs. DUNLOP, BRYANT, and NAYLOR, of 1, Westminster-chambers, Victoria street, London, S.W.; or to Messrs. JOHN TAYLOR and SONS, of 6, Queen-street-place, London, E.C.

Map of the estate and a plan of the proposed grant can be seen, and orders will be given for the inspection of the property.

A NYONE WISHING TO TREAT for the PURCHASE of a very PROMISING and VALUABLE LEAD MINE in NORTH WALES, may have particular by applying to Mr. RALPH ASHTON, Rose Cottage, Romiley, Cheshire.

The mine is at present in private hands. This is a good opportunity for parties interested in the formation of joint-stock companies, as the property will bear the strictest investigation, and only a small outlay and a moderate capital are required to obtain very good returns.

FOR SALE, FIVE HUNDRED YARDS of PERMANENT WAY RAILS, 72 lbs. per yard, with FISH-PLATES, CHAIRS, and SLEEPERS complete, suitable for Colliery Sidings; also TWENTY TONS of FLAT-BOTTOM TRAM RAILS. Apply to FIELD'S MERCANTILE COMPANY (LIMITED), SHREWSBURY.

ON SALE, a 50 in. cylinder PUMPING ENGINE, in good working order; also, all the PITWORK, comprising three lifts, a 12 in. and a 14 in. column.

Apply to the BROUGHTON COAL COMPANY, near Wrexham.

ON SALE, a LOCOMOTIVE four-wheeled TANK ENGINE.—It is equal to new, and worked about 12 months. TO BE SOLD, CHEAP. Apply to WM. CLARK, 25, Providence-place, Rocdale-road, Manchester.

THE LONDON AND PROVINCIAL INVESTORS' SHARE EXCHANGE (POWELL, DIXON, AND CO.), 26, CHANGE ALLEY, LOMBARD STREET, LONDON, E.C., BUY and SELL every description of Stocks and Shares at close market prices net. Exclusive and reliable information on all the market mines.

CAPTAIN SPRAGUE, 33, NURSEY STREET, SEEDLEY ROAD, PENDLETON, MANCHESTER, OFFERS his SERVICES to CAPITALISTS and OTHERS investing in HOME and FOREIGN MINES, to ADVISE, INSPECT, REPORT, or MANAGE.

Highest testimonials and references for ability and integrity.

CHARLES HALLAS AND CO., SHARE BROKERS, 18, NORTH JOHN STREET, LIVERPOOL, TRANSACT BUSINESS in all the MARKET MINES in WALES, CORNWALL, &c. Mines inspected and reported upon by experienced surveyors.

ZINC AND LEAD ORES.

I BUY at the HIGHEST PRICES:—

BLENDE.—CALCINED and RAW CALAMINE (carbonate or silicate).

LEAD ORES.—LEAD-SILVER ORES.—SILVER ORES.

ZINC AND LEAD ORES MIXED TOGETHER.

SILVER LEAD in a rough state (containing antimony, &c.).

SULPHATE OF LEAD, &c.

I BUY any quantities, however large, contracting for as many years as desired. Particulars by letter.

ARMAND FALLIZE, Ingénieur, à Liège (Belgium).

EAST VAN MINING COMPANY (LIMITED).

15,000 Shares of £5 each, fully paid.

DIRECTORS.

T. C. MUNDEY, Esq. } Directors of the Van Mining

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BANKERS—ALLIANCE BANK.

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OFFICES,—20, ST. HELEN'S PLACE, BISHOPSGATE STREET, E.C.

NEW HINGSTON MINE, CALLINGTON, CORNWALL.

This mine promises to be one of the best tin mines in Cornwall, and will make immediate returns.

Shares are being sought after, and there is no doubt will be very soon at a good premium.

Apply to Mr. GEORGE MADGE, East Cornwall Mining Offices, No. 3, Crown-chambers, Threadneedle-street, London, E.C.

P E R U.

THE BELLAVISTA SILVER MINING COMPANY (LIMITED).

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THE MINING AND METALLURGY OF GOLD AND SILVER,

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NOTICES TO CORRESPONDENTS.

** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be sent on receipt: it then forms an accumulating useful work of reference.

CRUCIBLE CLAY.—Learning from an article in your valuable Journal of June 24 that Crucible Clay is now in very active demand, I, therefore, beg respectfully to ask if any of your correspondents can furnish me with the name and address of any party who would be likely to purchase a large quantity? For such information I should deem it a favour.—J. HARRIS-JAMES.

JERSEY SPECTER COMPANY.—Can any reader favour me with the address of the Jersey Specter Company?—C. B.

FIRING BLASTS BY ELECTRICITY.—I am desirous of obtaining some information as to the firing of blasts (during sinking) by electricity. If any of your readers can give some information upon this subject it will be esteemed.—FRON.

NEW GREAT CONSOLS.—As I am considerably interested in this company, may I ask why there are so few and scanty reports from the mine, although more than 100 tons of tin and seven times as much arsenic have been raised and sold during the last twelve months—at least, so the mine captain, R. Pryor, recently stated at a meeting of the shareholders of an adjacent mine, vis.—Prince of Wales.—SHAREHOLDER.

FORMATION OF JOINT-STOCK COMPANIES.—“Edalk” (Richmond).—All the information you require will be found in “Tapping’s ‘Joint-Stock Companies, and How to Form Them,’ published at One Shilling. It will be forwarded from the Mining Journal Office on receipt of 13 stamps.

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

SCALE FOR ADVERTISEMENTS.—Our charge for general advertisements is—for six lines and under, 4s.; per line afterwards, 8d. Average, 12 words per line.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, JULY 8, 1871.

SEARCHING FOR COAL.

There are no speculators who are more deserving of encouragement than those who are willing to invest money in searching for the mineral that more than any other has made England what it is in the world of commerce, and upon the continued supply of which the greatness of our country must depend. If anywhere it is desirable that a good supply of coal should still be forthcoming it is in and about the old fuel-producing and iron-making neighbourhoods of South Staffordshire and Shropshire. Between the known limits of those two fields there is a stretch of country whose mineral contents have been long a cause of interesting debate amongst geologists and mining engineers. All alike, however, prudently advise that trials should be made upon the cautious principle of step by step.

Let the light that is furnished by proved collieries be taken as guides in their excellent advice; follow that till the light goes out, before you begin to grope in utter uncertainty. Such light, they believe, fringes the skirt of the Staffordshire field, in the successful workings of the Cannock and Rugeley, the Huddersfield, and the West Cannock Colliery Companies. What these capitalists have laid bare has fully justified the opinion that the regular South Staffordshire coal field extends much further in a northerly and westerly direction than was formerly supposed. With a view of testing the unproven ground in the immediate neighbourhood of the existing collieries, men well up in the science of mining, and in the practical working of collieries, have obtained a concession from Lord HATHERTON of about 1000 acres, situated at Huntington, near Cannock, and not a great distance from Teddesley Hall, his lordship's Staffordshire seat. It has been proposed to form a limited company, for the purpose of taking a lease of this property. The capital, it is suggested, shall be 20,000*l.*, in 1000 shares of 20*l.* each. By the terms of the proposed lease a period of three years is given for the sinking of the trial shafts, and the lessees are to expend 16,000*l.* in proving the mines, if they cannot be proved to the satisfaction of the lessor for a less sum. If the mines are found, and it is ascertained that they can be worked to a profit, the term of the lease will be for 53 years, subject to a royalty on coal and slack of 6*d.*, on ironstone of 1*s.*, and on fire-clay of 6*d.* per ton.

Staffordshire mining engineers, at the head of whom is Mr. HENRY BECKETT, F.G.S., consulting mining engineer of Wolverhampton agree in recommending Huntington as a trial ground; still, they point out that “the main downthrow fault, ranging in a northern direction, must be to a limited extent to the eastward thereof, but we are fully persuaded the true coal measures will also be found beneath the red strata on the westward side of the same fault, and readily available by judicious colliery operations.” Here, therefore, in the opinion of the authorities, is the coal. If it should be found it could be got to market by a branch railway on the London and North-Western system at Penkridge, midway between Wolverhampton and Stafford, and inasmuch as such a branch would cross the Staffordshire and Worcestershire Canal, it is conclusive that the property could be approached by water as well as by road.

A coal winning scheme this of great promise, but experienced men who read the extract we have given from the report of the mining engineers will see that it is a scheme with sufficient of the speculative in it to give those who find the money to remove the doubt a claim to terms that shall be fair return for the risk which they run. Unless such terms are offered by the owners of doubtful mining ground; or, in other words, on their behalf by the mining engineers who advise them, then that encouragement will not be held out to capitalists, without which it will be in vain that they are appealed to for the funds to secure the needed development. A fortnight ago we expressed an opinion that such encouragement was not being afforded in this Cannock and Huntington Colliery project, and we gave as a reason for our opinion—first, that the minimum royalty is

to be 4000*l.* a year; and, next, that the points where alone shafts will, it is understood, be allowed to be put down are those which, “according to the views of the mining engineers engaged by the company, would entail a very serious permanent outlay in the working of the property.” To this the firm of respectable mining engineers in Staffordshire, who are advising Lord HATHERTON, took exception in a letter that appeared in the Supplement to last week's Journal, and intimated that we had been inaccurately informed. It is not, however, our habit to write upon such matters till we have fully informed ourselves upon the subject to be discussed, and when we do write it is with the foregone conclusion that we are writing for men who need not be told that which all mining men are fairly reported to understand. When, therefore, we said that the royalty was 4000*l.* a year the readers of the *Mining Journal* would be aware that that sum was the royalty which extended throughout the greater portion of the lease.

Of course, time would be allowed for proving a new and untried field, and after that time the minimum ruling royalty would be reached by stages—say, as in this case—of four years. But it is the permanent minimum with which the capitalists have seriously to do. That in this case is, as we then stated, 4000*l.* a year; and to 46 out of the 53 years embraced in the lease that royalty is unalterably fixed. We are well aware that that sum, and the other terms of the taking, are “far lower than those of adjacent mines;” and they ought to be, considering that in the adjacent mines the coal is proved, and here it is not; but, on the contrary, its quantity, if it exists, is surrounded with an amount of dubiousness which even the mining engineers engaged by the company cannot honestly omit to point out. What we say is that not only should these terms be lower, but also the mining engineers should not be tied down to so limited an area in which to place their shafts. That our objection is not ill-founded appears in the fact that capitalists of mining experience in the county of Stafford object to the minimum royalty, and next that some mining engineers who have a firm theoretical belief in the coal being there will not allow capitalists who seek their advice to take shares whilst the conditions of the lease remain what they are. It is, doubtless, true that the lease contains an arbitration clause, but we fail to see how that can be a “protection” to the lessees. They may thereby not have to pay 1*d.* minimum royalty if the mines do not prove workable. Where, however, will be the company's 20,000*l.*? Sunk at Huntington without return! The mode of “protection” referred to is that they will be able to give up the lease. For such an issue “protection” is indeed a new word. Capitalists who had found the money would fail to see the applicability of the term.

We repeat that it is because the company may have no return whatever for their outlay in proving the non-existence of the mineral sought, and that the only person benefited by their loss would be the owner of the property, whilst if the coal should be found he would be immensely advantaged by other persons desiring to open up adjoining localities, we think the capitalists who have been appealed to cannot be expected to do other than hesitate before they embark in the venture. We have gone into this matter at some length because, if we are correctly informed, the praiseworthy and spirited undertaking by the men who are proving the doubtful ground on the Sandwell estate of the Earl of DARTMOUTH, also in Staffordshire, was at one time threatened to be seriously checked by certain preliminary conditions that the mining engineers who are at the head of that undertaking did not think encouraging enough under the circumstances; and because we wish it to be borne in mind by owners and the agents of owners of land anywhere in this county in which it is thought that coal exists, that the capitalists who are asked to risk their money in removing the doubt must not be expected to be satisfied with terms to which, as in the Huntington scheme, moneyed men of experience in mining matters, and mining agents who advise those who have not that experience, are unable to see that they can prudently subscribe.

BRITISH AMERICA.

A new era has commenced this year for the vast territory which is now known under the designation of the Dominion of Canada. After rather long *pourparlers* the enormous tract of land controlled for two centuries by the Hudson's Bay Company has been transferred to the Dominion, which has also been joined by British Columbia and Nova Scotia. A good solid foundation has thus been laid of a power which promises even to rival the greatness of the United States. It may be said that this great Dominion cannot remain very long under the Government of the British Crown. But this government is more apparent than real; the utmost possible local authority has been conceded to British America; and as the yoke of the Mother Country is barely perceptible it may yet continue for many years, until Canada feels herself strong enough to hold her own upon the American continent. The effect of the consolidation of the British American provinces is already beginning to be reflected in the increased industrial activity which prevails in them. Railway enterprise is especially buoyant in Canada just now, and the consumption of British railway iron in Canada is already considerable, and promises to become large. The exports of railway iron to British America in the first five months of the last three years have been as follows:—

	1869.	1870.	1871.
January	Tons 110	100
February	1,113	750	—
March	2,224	2,583	2,607
April	4,756	5,371	5,922
May	4,789	3,450	6,077
Total	12,992	13,154	14,713

British America now occupies the fifth place among the countries and colonies which take our railway iron, and it becomes, of course, interesting to enquire what will be the probable future course of the Canadian consumption of British iron.

It has been already remarked that the transfer of the Hudson's Bay Company to the Dominion of Canada opened out a new era in the history of the Dominion, and so, no doubt, it has in more ways than one. Not only was Canada at once erected into a great State by the change, but she also gained what she has long needed—a large extent of prairie land, which will now enable her to compete on a greater equality than before with the United States in the matter of immigration. While in past years twenty immigrants have flowed into the United States for every single immigrant who had cast in his lot with Canada, the Canadian Government will, in the future, be enabled to offer new comers from the Old World even greater advantages than they will find under the *regime* of the Stars and Stripes, since in Canada the pressure of local and general taxation is much lighter than in the United States. The progress of colonisation in Canada will necessarily involve the construction of a great extent of new railways. The abolition of the monopoly of the East India Company gave a great impetus to railway development in British India; and a similar result is certain to follow the collapse of the power of the Hudson's Bay Company in North America. The first fruit of the change is already witnessed in the commencement of surveys for a great Canadian Pacific Railway. Such a line has long been the dream of far-seeing Canadians, but it is only since the great change in Canadian affairs which the last few months have witnessed that this dream bids fair to become a reality. The last advices from Ottawa report that the first of the Canadian Pacific Railway surveying parties had left that city, and that other parties were about to follow. The enterprise is at present, of course, in a very early stage, but it is one of the greatest magnitude, and sooner or later it will, doubtless, involve a heavy demand for English rails and other material. In other parts of Canada, and especially in the prosperous province of Ontario, a remarkable degree of activity has been observable of late in the construction of railways. The prosecution of the Intercolonial Railway is also a feature in the recent history of Canada which must not be passed over unnoticed. Some of the material for this important line has, however, been completed in Canada itself, the Canadian Engine and Machinery Company, at Kingston, having recently turned out the first of 15 locomotives contracted for the Intercolonial. The Grand Trunk Railway of Canada has made arrangements for receiving 9000 tons of steel rails from England during the present season; and two cargoes have already arrived out. These rails are to be laid down between Coaticook and Toronto, and the management of the Grand Trunk hopes in a few years to lay the whole of the main line with this description of rails, since

experience has shown that they alone can stand the severe fluctuations of the Canadian climate. Altogether, Canada seems destined to be a good customer for British railway iron.

IMPROVED RAILWAY COMMUNICATION WITH WALES.

Both the London and North-Western and the Midland Railway Companies are bidding high for better and more direct communication with the large manufacturing and the important coal-producing districts of South Wales. To a very great extent they have succeeded, to the advantage of the commercial community generally; whilst new branch lines are being vigorously pushed forward, which will give still more direct communication between the large ironworks and the collieries of South Wales, and the whole of the Midland and Northern counties. The negotiations which have been so long pending between the London and North-Western and the Carmarthen and Llandilo sections of the Llanelli Railway Company have just been brought to a conclusion, and on Saturday, the 1st inst., the London and North-Western Company commenced working these sections of the Llanelli line with their own engines, wagons, and staff. This places Swansea, and the large works in the Swansea Valley, in direct communication with the whole of the Midland and Northern districts, and will open up fresh outlets for the products of the large tin-plate, steel, iron, and other works of the district. But not only so. It is fully understood that the London and North-Western Company will complete the short branch line on the Llanelli line from Blackpill to the Mumbles, that they will also throw out a landing-pier there, which will allow of vessels being laden with coals or other goods at any state of the tide, without the detention of coming into port. These works will be completed simultaneously with, and eventually worked in conjunction with, other important lines of railway, which are being carried out in the West of England and Devonshire. A new line is being made from Taunton to Barnstaple, and from thence to Ilfracombe, and at this latter place another landing-pier will be thrown out, allowing the loading of vessels at any state of the tide.

The new line from Taunton to Barnstaple will run through a district rich in minerals (there being almost exhaustless deposits of iron ore near Braunton), which have hitherto been unworked, in consequence of the want of railway facilities, but which upon the completion of the works now alluded to will find their way to the large ironworks of South Wales and the Midland districts, and where such ores are now in good demand. The Midland Company will also soon obtain an improved and more direct means of access to the South Wales district. They are now completing a short branch between Capel Colbran, on the Neath and Brecon line, to Ynys-y-Geinon, in the Swansea Vale, which will give the most direct route between that district and Birmingham, Manchester, and the Midland Counties, and open up fresh channels for the manufactures of Wales generally. But whilst the monopoly which the Great Western has hitherto enjoyed of the South Wales district is thus being broken up by the two powerful companies named, the Great Western are in their turn taking steps to extend their line, and to obtain access to important sections of the coal basin from which they have hitherto been excluded. In conjunction with the Rhymney Railway Company, they have completed a junction from Caerphilly, at Llancalach, from which point they run over the Great Western as far as Hirwaun, having thus direct connection with the most important collieries in the valley. In anticipation of the great increase of business which this connection must create upon the Great Western they have doubled their line from Middle Duffryn Colliery to Aberdare, and constructed an enormous engine shed. This healthy competition on the part of three powerful railway companies cannot but prove beneficial to the colliery proprietors, the iron makers, tin-plate manufacturers, and the commercial community of South Wales generally, whilst new districts will be opened up; and if the various companies would strive to develop the resources of the localities with which they are in communication they would find that, notwithstanding the competition created, there will be enough business to secure a very fair return upon the capital expended.

COAL-CUTTING MACHINERY.

There was an influential gathering on Thursday at the Wharncliffe Silkstone Colliery, near Sheffield, the proprietors having invited a number of mining engineers and colliery proprietors to witness the working of the coal-cutting machine patented by Mr. F. Hurd. Amongst those present were Mr. G. Walker, director of the Great Northern Railway Company; Mr. T. W. Embleton, the Cedars, Methley, president of the Midland Association of Mining Engineers; Mr. May, South Hetton; Mr. W. H. Peacock, Hoyland and Elsecar Collieries; Mr. E. Soar, Kiveton Park Colliery; Mr. J. Platts, manager of the Wharncliffe Silkstone Colliery; Mr. H. Walker, the managing partner; Mr. G. Walker, jun., Mr. Hurd, &c. It appears that since the machine was first brought out it has been considerably improved, both by Mr. Hurd and Mr. S. Firth, of Leeds, who is now joint-patentee. A series of cutters are connected to an endless rope, instead of being fixed, as in the first instance, to the links of a chain, the rope itself being driven by a friction pulley, with wedged-shaped segments fitting between discs on a central circular wedge. The endless wire-rope or chain of cutters is supported on flanged pulleys, mounted on a radial arm. Considerable improvement has also been made in the machinery for compressing the air, consisting principally in applying the power to the longer arm of the differential lever, in connecting the shorter arm to the machinery for compressing, and in applying the pressure of air as a governor.

As the pressure of steam in the engines usually employed at collieries is not of sufficient force for compressing the air to work the machine direct, Mr. Hurd makes use of the differential lever to increase the pressure on the air, which is conveyed to a receiver or direct to the cutting-machine. Compressed air, it may be said, is the most economical motive-power, for Mr. Hurd's process 18 lbs. of steam in a 17-inch steam-cylinder, with a 22-inch air-cylinder, will produce 65 lbs. of air. The machine was set to work in a face about 50 yards long, in the Park Gate pit, which is 62 yards from the surface, the seam being 4 ft. 8 in. in thickness. The work done by it was all that could be desired, cutting the coal cleanly, and without stoppage. As the machine is self-acting, being propelled by revolving clips placed diagonally to the rail, it was left to itself for some time, whilst the party visited other parts of the workings, and it proceeded along without intermission, cutting the coal to an average depth of about 3 ft. 3 in., and that in a most satisfactory manner. The machine will be seen to even greater advantage, as a working face is now being made that when completed will be upwards of 1000 yards in length. The working of the machine and its mode of construction was watched and examined most attentively by the party, who appeared to be highly satisfied with it. The machinery for compressing the air—for the coal is brought from the workings by means of endless wire-ropes, with Fowler's clip-pulley, the motive-power being air—was also examined, Mr. Hurd explaining what was required. The advantages which that gentleman claimed on behalf of the machine were economy in getting the coal, making little or no slack, and the removal of all danger from falls, &c., whilst by means of the compressed air better ventilation and a cooler atmosphere are insured.

After being in the workings for nearly four hours, during which not only the coal-cutting machine but the hydraulic coal-breaker of Mr. Grafton Jones were in operation, the party ascended. After dressing, all adjourned to the house of Mr. Platts, the manager, where an elegant collation, including an excellent dessert, was prepared, and put on the table most tastefully, under the supervision of Mrs. Platts. The chair was occupied by Mr. H. Walker. At the conclusion of the repast the Chairman, in appropriate terms, proposed “Success to the Coal-Cutting Machine.” He said that he was pleased to find that considerable improvement had been made in the machine since it was first introduced to the notice of colliery proprietors, and he believed that it had now turned out a great success. He said he spoke somewhat feelingly, seeing that he was interested in it. Mr. Hurd, like most inventors, was a sanguine man, and appeared never to see any difficulty that could not be surmounted, and he had no doubt but that by his energy and ability his efforts would be crowned, as they deserved to be, with remunerative success.

Mr. Embleton (who occupied the vice-chair) said he had always

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great pleasure in giving all the encouragement he could to inventors of machinery. With regard to coal-cutting machinery, the great difficulty was in adapting it to the varied character of the coal it was to work, and other circumstances to be found in mines of a dissimilar nature. These, however, he believed would be overcome, as they appeared to have been done by Mr. Hurd, and the time, he thought, was not far distant when coal-cutting machinery would be pronounced a success, and he had no doubt that any imperfection in the one they had seen at work that day Mr. Hurd would be able to provide a remedy for.

Mr. Walker remarked that to bring out the merits and value of the machine Mr. Hurd should endeavour to get a new colliery to work entirely by it, and then make known the results, as by that means great confidence would be secured.

Mr. Hurd, in acknowledging the toast, said he had to thank the proprietors of the Wharncliffe Silkstone Colliery for having given him the opportunity of fully testing the machine, and to see what was required by the experience of actual working. The machine had been in operation during the last eight months, without deterioration or accident, and he had to thank Mr. Embleton and Mr. Platts for some valuable suggestions they had made with regard to the cutters. It appeared to him that the question now was simply one of outlay, for the machine could be economically and easily worked and managed by anyone, as it did not require any mechanical skill on the part of the person who attended to it. He considered that all the difficulties of the machine were over, and pointed to the fact that it could be worked with a pressure of only 12 lbs. He would undertake to put down the necessary plant in any new colliery, and get the coal at the same price as was paid to the working colliery, or he would undercut the coal at Wharncliffe Silkstone for 5d. per yard, put down the rails, and make all the necessary arrangements.

Mr. May remarked that he was perfectly satisfied with the work he had seen done with the machine that day.

A most agreeable evening was spent, the party being highly pleased at what they had seen, and at the manner in which they had been treated by the owners and managers of the colliery. Mr. May afterwards arranged to have one of the machines put down at Hetton.

THE COPPER TRADE.

During the quarter ending June 30 the quantity of copper ore, the produce of Cornwall and Devonshire, sold at the Cornish Ticketing, was 18,375 tons, which contained 1195 tons 12 cwt. fine copper, and realised £69,820. 6s. 6d., being equal to an average of 37. 16s. per ton of ore, and 59. 8s. per ton of copper in the ore. During the same period the British, colonial, and foreign ores sold at Swansea amounted to 9661 tons, which contained 1675 tons of fine copper, and realised 109,632. 10s., being equal to an average of 11s. 7d. per ton of ore, and 65. 8s. 6d. per ton of copper in the ore. The average produce of the ore sold at the Cornwall Ticketings was 6s. per cent., whilst that sold at Swansea gave an average produce of 17. 5-16 per cent. From this it will be seen that the aggregate sales by ticket were 28,036 tons of ore, containing 2870 tons 12 cwt. of fine copper, and realising 179,452. 16s. 6d. The subjoined is a summary of the periodical sales at the Cornwall and Swansea Ticketings respectively.

The ores sold at the Cornwall Ticketings were—

Date.	Standard.	Prod.	Price.	Per unit.	Tons.	Fine cop.	Amount.
April 6 ..	£99 14 0 ..	£3 11 0 ..	12s. 1d. ..	2331 ..	152 14 ..	£8,817 5 0 ..	
" 20 ..	102 6 0 ..	6s. 6d. ..	3 16 0 ..	11 11 ..	4220 ..	270 17 ..	16,109 16 0 ..
May 4 ..	96 5 0 ..	7s. 4d. ..	4 5 6 ..	11 8s. ..	1573 ..	114 15 ..	6,719 19 0 ..
" 18 ..	103 13 0 ..	6s. 6d. ..	3 9 0 ..	11 8s. ..	4143 ..	252 10 ..	14,268 18 6 ..
June 1 ..	98 14 0 ..	6s. 6d. ..	3 13 0 ..	11 4 ..	1912 ..	128 4 ..	7,097 7 6 ..
" 22 ..	101 8 0 ..	6s. 6d. ..	4 0 0 ..	12 0 ..	4196 ..	279 12 ..	16,807 0 6 ..

Total for the quarter 18,375 .. 1195 12 .. £69,820 6 6 ..
Quarter ending March, 1871 17,697 .. 1175 0 .. 71,476 10 6 ..
Quarter ending December, 1870 19,410 .. 1315 9 .. 75,399 7 6 ..
Quarter ending September, 1870 18,885 .. 1301 15 .. 75,432 10 0 ..

Total for the year 74,367 .. 4987 16 .. £292,122 14 6 ..
Showing a quarterly average of 18,592 .. 1246 19 .. 73,030 18 8 ..
Corresponding quarter, June, 1870 19,519 .. 1340 16 .. 77,448 16 6 ..

The ores sold at the Swansea Ticketings were—

Date.	Standard.	Prod.	Price.	Per unit.	Tons.	Fine cop.	Amount.
April 11. 20 ..	£20 7 6 ..	18s. 6d. ..	£12 1 6 ..	12s. 1d. ..	2567 ..	478.2c. ..	£30,994 16 0 ..
May 10. 18 ..	86 0 ..	18s. 6d. ..	11 15 0 ..	12 10 4s. ..	2614 ..	477 1 ..	39,717 6 0 ..
June 13. 87 19 6 ..	87 19 6 ..	16s. 6d. ..	10 12 7 ..	13 2 ..	2440 ..	393 9 ..	25,938 3 6 ..
" 27. 89 8 6 ..	89 8 6 ..	16 ..	10 15 6 ..	13 4 ..	2040 ..	326 8 ..	21,983 3 0 ..

Total for the quarter 9,661 .. 1675 0 .. £109,633 10 0 ..
Quarter ending March, 1871 7,110 .. 1340 16 .. 86,038 3 0 ..
Quarter ending December, 1870 1,893 .. 295 15 .. 18,528 11 6 ..
Quarter ending September, 1870 3,149 .. 417 17 .. 26,284 10 0 ..

Total for the year 21,813 .. 3732 8 .. £240,483 14 6 ..
Showing a quarterly average of 5,453 .. 933 2 .. 60,130 18 8 ..
Corresponding quarter June, 1870 5,443 .. 795 12 .. 50,731 19 6 ..

THE COAL MINES REGULATION BILL.

A Conference was held on Tuesday, at the Craven Hotel, Strand, of members of the Mining Association of Great Britain, who discussed the clauses of the Coal Mines Regulation Bill. A large and influential deputation of gentlemen from the coal districts of Northumberland, Durham, Lancashire, and Staffordshire afterwards waited upon the Home Secretary, with the view of amending the Bill. Amongst those present were—Sir Charles Adderley, M.P.; the Hon. H. G. Liddell, M.P.; Mr. George Elliot, M.P.; Mr. John Henderson, M.P.; Mr. Cross, M.P.; Mr. Charles Turner, M.P.; Sir Smith Child, Bart., M.P.; and Mr. John Straker, President of the Mining Association. The following points were discussed in detail with the Home Secretary:—First, the age of the boys employed in the pits; second, the number of hours; third, the extension of the Factory Acts, which regulated the employment of young persons above ground, to mines; fourth, the retaining in the Bill of the words “measuring and gauging,” which applies only to Lancashire; and fifth, the penalty clause, which imposed fine and imprisonment.

Mr. G. ELLIOT spoke against this clause, and advocated 56 hours per week. —Mr. LIDDELL said he had the complete sanction of the Mining Association to urge the extreme importance, both in the interest of the masters and the men, of passing the Bill this session, because, if deferred till another year, something might occur to interfere with the measure. Messrs. Cross, Henderson, Straker, and others also spoke.

Mr. BRUCE, in reply, promised to consider the views of the deputation, and expressed his hope that the Government would be able to devote two morning sittings to the consideration of the Bill, which he was most anxious to push forward during the present session, as he felt now more than ever the importance of the measure.

The deputation, having thanked the hon. gentleman, withdrew.

IRON IN THE UNITED STATES.—The superstructure of an iron bridge which is being thrown across the Mississippi at Hannibal by the Toledo, Wabash, and Western Railway Company is being placed in position. The company is now working 631 miles of road; the weight of the rails used averages 60 lbs. per yard. New rails appear to have been laid down last year upon 81 1/2 miles of the line. A contract for building a great bridge over the Missouri at St. Joseph has been awarded to the Detroit Bridge and Ironworks Company for \$70,000; the bridge is to be completed by Nov. 1, 1872. The Maine Central Railroad Company has received 1200 tons of railroad iron, to be laid at once upon its Danville Junction Extension. The road-bed is already nearly graded, and the extension is expected to be ready for traffic in the course of next month. No check is yet observable in the vigour with which the work of railway construction is being prosecuted in the United States.

COAL IN THE UNITED STATES.—During the late strike at the anthracite coal mines in Pennsylvania some persons instituted a comparison as to the relative value of anthracite and bituminous coal for heating purposes. This was done at Colt's armoury, at Hartford, and after some careful experiments it was found that for steam generating

purposes Cumberland coal was better and cheaper than anthracite, whether compared ton for ton, or by the relative cost of the two. Of course, it should be understood that anthracite coal was temporarily higher in cost than formerly. The advantage of the bituminous coal was not great—between 3 and 5 per cent.—but sufficient to establish the fact that bituminous coal may be profitably substituted for much of the fuel hitherto drawn from the anthracite coal mines of the United States. Coal has been discovered on the Central Pacific Railroad, and has been selling at San Francisco at high rates. This discovery is obviously a matter of much importance, not only to the Central Pacific Railroad, but also to the various interests and industries which centre at San Francisco.

PATENT OFFICE REFORM.—The Commissioners of Patents have, as will be seen from a communication published in the Supplement to this day's Journal, decided to comply with the wishes expressed in the memorial of Mr. PETER SPENCE (of the Pendleton Alum Works, Manchester), and others, with reference to the earlier publication of the abridgments furnished by applicants for Letters Patent. On July 15 the abridgments lodged between Jan. 1 and 7 will be issued, and thenceforward the publication will be continued weekly. This will be of considerable importance to those desirous of turning new inventions to practical account.

TRADE OF THE TYNE AND WEAR.

July 6.—There has been a good supply of both steamers and sailing vessels lately, and a very considerable business has been done, especially in the coal trade. The Steam Coal Trade, as might be expected, partly owing to the great strike in South Wales, is extremely brisk, as indeed are all other branches. The output of coking coal in South and West Durham is entirely without precedent, and, of course, any works coming into the market producing this class of coal are seized with great avidity. We stated in this letter, a few weeks ago, that two collieries of this class in South Durham were likely to be disposed of, and they have been sold privately, never having been brought openly into the market—certainly a very remarkable and significant circumstance. There are some places where this coal is to be got easily, and yet they are comparatively neglected. It is gratifying to notice the very satisfactory progress which has been made by the Tyne Drainage Company at Hebburn. A considerable quantity of coal is now raised there, which sells readily at good prices, the situation, indeed, for selling coal, either by sea or land, cannot possibly be surpassed. The water is easily kept down to its present level by the power employed, but no further progress has been made lately downwards at the Wallsend Colliery, so that the drainage of the High Main seam is yet far from being accomplished. However, as remarked above, the two large seams which are open for working at Hebburn will afford the means of raising a large amount of coal, and will also repay, to a great extent, the enterprising company for the capital already expended.

THE NEWCASTLE COLLEGE OF PHYSICAL SCIENCE.—The committee, in conjunction with the Durham University, have elected three out of the four professors intended to start this important institution. Mr. Herschel, grandson of the late Sir F. W. Herschel, is to be Professor of Physical Science; Dr. Page, the celebrated geologist, is to be Professor of Geology; and Mr. Manico, the present Professor of Chemistry in the Newcastle Medical School, is to be Professor of Chemistry. The professor of mathematics is not yet chosen, but this is expected to be done in a few days. The College will be open in October, and there is little doubt that it will prove highly successful. The professors already chosen must meet with the approbation of the general public; and as to the professor of mathematics, there are a number of eligible candidates, so that a man of eminence in the profession is certain to be appointed.

A mass meeting of the Engineers was held at Newcastle on Saturday, when about 6000 men attended, rather more than the number at the former meeting. Many speeches were made, but they were not generally relevant to the question. Mr. Odgers, of London, delivered a long harangue, but the matters handled in his discourse had little indeed to do with the matter. A large number of men, we are quite certain, are anxious to be at work, and under the circumstances we do not think that the strike will continue much longer. It is quite possible that a meeting may be brought about this week between the men and the masters at one or more of the firms, and this is all that is required in order to give a chance of terminating this stupid contest. The masters are constantly blamed for not communicating with the men, but this is exactly what they want, and always have wished to do from the commencement of the struggle, but the intervention of the League has rendered the breach both wide and difficult to repair, as the masters very properly are determined not to deal with this League. Numbers of men are dropping into the works, certainly not all regular engineers, but many of them, though little better than labourers, will soon prove useful, as they learn in a very short time to attend to machines, and it is a great study for a labourer to get such a situation, where he has an opportunity of making good wages in a much more pleasant manner than he has been accustomed to. One of the sons of Mr. George Robert Stephenson, the head of the Newcastle firm of engineers, has taken the Saltwell Hall, near Gateshead, where he intends to reside, and it is his intention to study the various branches of the business carried on by the firm in Newcastle.

REPORT FROM THE NORTH OF ENGLAND.

July 6.—The Quarterly Meeting of the North of England Iron and Allied Trades was held at the Middlesborough Exchange, on Tuesday. There was a large gathering of those connected with the trades, and generally there was a firm tone in the various branches in which business was done. Rail-makers are pretty well off for orders to keep them going for a couple or three months, and there is a very fair prospect of new work. Fresh enquiries for American railways are coming forward, and for Russian account there is probability of additional orders being forthcoming. Shipments of railway iron from the Tees and Tyne are pretty brisk. Plate orders are satisfactorily numerous; most makers are in possession of work for a good while ahead, and very few of them are able to undertake new specifications for immediate execution. The Cleveland pig-iron market exhibits the same animation it has done for the past month. Enquiries were replied to for 50s. 6d., No. 1; 48s., No. 3; and 47s., No. 4, net cash, f.o.b. at makers' works. The demand is good, and deliveries are brisk. Local consumption is heavy, and shipments to the Continent are numerous, and for fair quantities.

The make of pig-iron in the Cleveland district during June has been well kept up. According to the ironmasters' returns, just issued, the total quantity of pig manufactured was 155,912 tons, being an increase of nearly 20,000 tons upon the corresponding month of last year. The shipments of pig-iron to foreign ports, from Middlesborough, amounted to 24,452 tons last month, and coastwise shipments, from Middlesborough, during the same period, were 19,360 tons. Makers' stocks show an increase upon May this year of 937 tons, but there is a decrease under the same comparison, in warrant store stock, of 800 tons. There are 119 furnaces in regular blast, and 6 out, giving a total of 125 furnaces in the district. A few weeks ago we mentioned that a new blast-furnace company was talked of as being about to erect works in the neighbourhood of Stockton-on-Tees. The Tees Bridge Iron Company has now been formed, with Mr. John Stevenson (of the firm of Stevenson, Jacques, and Co., of the Acklam Works, Middlesborough), as managing director. Two furnaces are to be commenced almost immediately, adjoining the Bowesfield Ironworks, at Stockton. We mentioned in our last week's report a rumour that Messrs. Bolckow, Vaughan, and Co. (Limited), whose head offices are at Middlesborough, had purchased the Hunwick and Newfield Collieries, situated about three miles north of Bishop's Auckland. The report has received confirmation, the above firm being now in possession of those collieries. This addition to the already extensive possessions of this large company gives them the ownership of seven collieries—Shildon Lodge, situated at Shildon, near Darlington; Woodfield, near White Lee Collieries, at Crook; West Auckland Colliery, near to Bishop's Auckland; and the two—Hunwick and Newfield—just purchased. From these pits there is at present a yield of something like 1,250,000 tons of coal per annum. At these several collieries are open, making a large quantity of coke per annum. Messrs. Bolckow, Vaughan, and Co. are the proprietors of the original Ironstone mines at Eston, near Middlesborough, and they are opening up additional royalties at Skelton, near Saltburn-by-the-Sea. At Eston Junction they have seven large blast-furnaces at work in the manufacture of pig-iron, and two new ones nearly ready for blast. At Middlesborough they are the owners of a large area of freehold land, on which are three blast-furnaces, puddling-forges, rolling-mills, foundries, &c., and here they are sinking two pits, now about 60 fathoms down, to a bed of salt proved to be 100 ft. thick. In addition to these works, the firm has a large similar works at Wilton Park, about four miles west of Bishop's Auckland, consisting of four blast-furnaces for the manufacture of ordinary and hematite pig-iron, forges, rolling-mills, &c. Within a few months past they bought the plant of the Lancashire

Steelworks Company (Limited), at Gorton, near Manchester, where they will almost immediately commence the manufacture of steel; it being the intention of the directors of the company to erect large steelworks at an early period somewhere in the Cleveland district also. They are the owners of a large acreage of farm land. The company ply two steam-boats, and are building two others, to be launched during the summer. The number of hands in their employ—according to the evidence given by the general manager, Mr. Edward Williams, before a Committee of the House of Commons a few weeks ago—is about 10,000, and the amount paid for wages reaches half a million sterling per annum.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

July 6.—The Coal Trade in the northern part of the county is brisk for the season, and except in the flooded districts operations continue without interruption. In the Iron Trade further transactions in pigs are reported at last quotations and many of the producers have already booked orders sufficient to absorb their probable make for the quarter. Finished iron is in steady demand, the works doing ten turns per week. The earthenware makers are doing a very steady business on account of the United States.

In South Staffordshire the coalmasters are very fairly occupied alike in the household and manufacturing departments. The development of the few remaining thick coal measures around West Bromwich is, we believe, about to be undertaken by a company now in process of formation. Enterprise in the direction of new sinkings in the Cannock Chase field continues unabated. The pig-iron makers are for the most part well sold for the quarter at the improved quotations lately reported. Best samples of hot-blast mine pig are realising as much as 80s. per ton. The Earl of Dudley is, we hear, about to erect another blast-furnace at Low Level, near Brierley Hill, where his lordship has already four in operation. The finished iron trade steadily improves, and the mills and forges of the district are now on the average doing ten turns per week. For cable-bars, angles, plates, and nail-rods a fair number of orders are in course of distribution on the west side of the district; while on the east side the demand is principally for the smaller classes of merchant iron, rounds, squares, hoops, and the like. Sheets for galvanising continue to command a very fair enquiry. The Parkfield Company's Works are, it is reported, about to change hands. The Parkfield is one of the most extensive pig-iron establishments in this part of the kingdom. It is a splendidly-appointed works, consisting of five blast-furnaces, and extensive collieries. The furnaces can be seen from the Stour Valley Railway, at about the Deepalls Station. For many years the works were carried on by the then proprietor, M. E. B. Dillmack, who was afterwards aided by Mr. Henry Marten, his son-in-law, who is an able engineer, and possesses a large interest in the concern. About five years ago the firm was made into a joint-stock company, creditors at that time taking paid-up shares for their claims against the estate, and moneyed men of local repute joining the directors. One or two of these latter left the board some few months ago, because of the press of other engagements, and the credit of the company suffered. Proceedings it has been determined should be taken to winding-up the limited liability company, and the directors are understood to be negotiating for the sale of the ironworks and collieries. The work at Smethwick carried on by F. Lewis up to the time of his failure, have recently been started by Mr. James Barton, the owner of the property.

The Bill introduced into Parliament by the Board of Trade for the purpose of regulating the testing of chain cables and anchors, contained in some of its details clauses unfavourable to local producers as compared with foreign rivals. These points were fully laid before the authorities in Whitehaven a few days since by a deputation from the chain trade of the Dudley district, and the objectionable clauses were at once struck out by the framers of the Bill. A good deal of satisfaction is expressed here at the courtesy and promptitude shown in this matter by the Board of Trade representatives.

THE NORTH STAFFORDSHIRE IRON TRADE.—The Quarterly Meeting of the Coal and Iron Masters of North Staffordshire was held on Thursday, at Stoke, Mr. Wrage presiding. It was reported that a steady consumption of pig-iron is maintained, and that consequently stocks keep down. No alteration was made in the rates. Ironstone, also, was in fair demand. Of the finished iron trade it was reported that a steady demand existed, though for some kinds specifications were still deficient, and in no instance were the list prices obtained. Last quarter's prices were, therefore, renewed, it being felt that any attempt to advance rates would not only prove abortive, but drive trade from the district. The application of some of the workers for an advance of wages was taken into consideration, but it was decided that it could not be complied with unless advanced prices could be secured. The comparative rate of wages

at the close of August. The suggestion was cordially received by the President and the other members. The President, however, regretted that the subject did not occur to them previously, for he feared that the time had so nearly run out during which an invitation could be given and accepted, that it would be too late to do anything that would not clash with any arrangements to which their northern friends had already come to. However, he should be delighted to make enquiries. The hon. sec said that he, too, would put himself in communication with certain of the officers of the Northern Institute, and the meeting was adjourned for a fortnight for more definite information.

REPORT FROM SCOTLAND.

July 5.—The warrant market has decidedly improved since the date of our last report. On Friday 5th, 6d. was paid, and on Monday it touched 58s. 3d., receding again to 57s. 10^{1/2}d. To-day the market has been very idle, scarcely a transaction reported; the closing quotations are 57s. 10^{1/2}d. cash, and 58s. 1^{1/2}d. one month. The shipments still continue good, and now show an increase of 58,101 tons over those of last year. This state of matters has caused an advance of 6d. or 1s. per ton in many brands, as will be found noted under. The imports of Middlesborough pig-iron are also in excess of last year by 4482 tons. There is an average difference of fully 10s. between the prices of the two districts at present, which sends Scotch buyers to that quarter for both pig-iron and puddled bars.

No official declaration of the stock of pig-iron in Scotland will be made at this season, but the position is well enough known for all practical purposes. It is supposed that the quantity is very much the same as it was at the same period last year, and slightly lower than at Christmas last—say, in round numbers, about 390,000 tons in store and about 260,000 tons under the control of the makers. This reserve, together with the steady production going on, is amply sufficient to meet any probable demand, and it is to be hoped that, as both makers and consumers of pig-iron have full and profitable employment, neither foolish speculation nor disputes in the labour market will interfere with such a satisfactory position.

The stock of pig-iron in Connal and Co.'s stores is 372,955 tons, with warrants in circulation for 353,250 tons, and in the Canal Co.'s stores 15,425 tons, with warrants for 13,125 tons.

The makers of Finished Iron are all busy, every works having as much as they can do, with shippers specifying more freely. Plates and angle-iron are continuing to rise, the former cannot be bought in this market under 10s. 10s. per ton, and ship angle-iron is quoted 8s. 5s. to 9s.; boiler angle, 9s. to 10s. Best common bars—for which there is considerable shipping demand—are 8s., and second quality can rarely be had under 7s. 15s. Hoop-iron in demand, and nail-rods wanted at 8s. per ton. Railway chairs—of which it is said there is a large order offered in this market for Egypt—can be placed at 4s. 2s. 6d. to 4s. 10s. An order of some 20,000 tons of cast-iron pipes for Odessa, which has been spoken about here for a few weeks, is reported as concluded, but we could learn nothing reliable either as to price or the name of the firm who had been successful. The quotations for ordinary sized pipes range from 4s. 10s. to 6s.; extra large and extra small are per special agreement. Weekly pays—the great Union panacea for the irregularity and drunkenness of the workmen—is only intensifying the evil it was asserted it would cure, and hence there is now just four times the idleness and debauchery than there were under the monthly pays. Hands of all kinds are scarce, and there are demands for other quarters. The Motherwell puddlers on strike, although conceded the advance will not begin work unless the man Hodge is also allowed to start with them. This the Glasgow Iron Company were not disposed to do, and if this exacting spirit were permitted to prevail the men would undoubtedly—to this extent—be their masters' masters. However, the man Hodge has got a job elsewhere, and the whole strike hands were to resume work last night or this morning, after having lost during the last 18 months through strikes between 70s. and 80s. per man.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

July 6.—Trade in Derbyshire has been of a routine character, only slightly relieved by a strike at the Phoenix Works, in Derby; but it is not supposed to be of a very serious character, or likely to be much interruption to business. Most of the ironworks are doing a steady business, there being considerable activity in pipes and general castings. Writing from Chesterfield, I may say there has been a very busy afternoon there, consequent on it being the opening day of the Chesterfield and Derbyshire Mining Association. The gathering has not only a large but a highly influential one, embracing the leading coal and iron magnates of the county. Contrary to expectation, there was no allusion whatever made to amalgamation with the Midland Institute, which holds its sittings at Barnsley. On the previous day there had been a meeting of the last-named body, when Mr. Bainbridge, who is connected with the Derbyshire collieries, proposed that an effort should be made for amalgamating the two bodies. Mr. Bainbridge was present at Chesterfield, but went away, we were informed, rather earlier, so that the subject was not mooted. In Coal it may be said that the pits, as a rule, are much busier than they usually are at this period of the year, and the demand for steam qualities is brisk. A good deal of coal is now being shipped from the Kiveton ports, and others in that direction. The London trade has been remarkably well maintained, and the Midland Company distributes all its railway competitors in the quantity carried.

The heavy branches of the Sheffield Trades are still very active, and there is evidently a long and busy season before them. Bessemer steel material in rails, sheets, tyres, axles, and springs are also crowded with orders. Makers of telegraphic and other wire are also kept going to the full extent of their power. There is a little more doing in the finest qualities of table and spring cutlery, and orders on American account are coming more freely to hand. The works at Rotherham and Parkgate are doing a very steady business, the mills being well employed with some improvement in general castings. The collieries in South Yorkshire were taken over so busily in July as they are now; the steam coal in particular, in brick request, not only for Hull and Grimsby, but also for London, the low rate having had the effect of making the Barnsley "hards" better known and appreciated than they had been before. House coal has been in better demand than might be expected for the season. Another moderate trade rules so far as regards coal in the West Riding district, but the ironworks are busy. At West Ardsley three of the Messrs. Firth's pick-coat cutting machine, worked by a very large and powerful air-compressor, manufactured by Mr. Hunt, of Wakefield, have been put down. In the Leeds and Bradford districts the large iron-making and engineering works are as busy as they can be. The foundries are also active in bridge work and general castings.

REPORT FROM MONMOUTH AND SOUTH WALES.

July 6.—No material change has taken place in the Iron Trade since last report, and probably for a week or two things will remain much as at present. Operations are carried on without interruption at the works, and up to the present time there is no likelihood that anything will occur to mar or impede the progress which is being made in all departments. The weather, though not what is usual for Midsummer, is rather favourable than otherwise to the execution of contracts, as with the present temperature the hands are better able to stand before forge and furnace that they have been usually at this time of the year. The frequent rainfalls also tend to keep the water supplies all that is desired. As was anticipated, there will be no official alteration in the quotations for the new quarter, but there is no doubt that higher actual rates will occur than have been obtained for the last twelve months. As regards the future, the horizon now at least appears clear and hopeful, and makers are looking forward to a period of prosperity in all the principal branches of the trade. There can at least be no further indecision in regard to prices, and buyers can have no object in withholding specifications for the next three months. On the contrary, the most reasonable expectation is that they will lose no time in placing orders as their requirements necessitate, because with the continuance of peace and the return of confidence the efforts of manufacturers to establish prices must sooner or later prove successful. In the large descriptions of finished iron the market has not been particularly active this week, many of the makers being still engaged in completing some of the extensive contracts secured during the first half of the year. The demand, however, continues steady from the chief sources, with the prospect of some further expansion as the new quarter is fully entered upon. The clearances of rails and other iron to the American States has been large, as for several weeks past, and the shipments of bridge iron and other materials to South America have been considerable. Contingent requirements are not very extensive. Much disappointment is, no doubt, felt by the ironmasters of this district that Russian requirements continue so limited as compared with former years, and the season is now so far advanced that few of them entertain any strong hope of executing many contracts for Muscovite purchasers this year. Still it must be remembered that there is yet a period of three to four months during which shipments can be effected to the Russian Baltic ports, and there might be a rush of engagements towards the close, as has been experienced in former years. There is, at all events, no reason to apprehend any lack of orders or want of employment at the establishments for some time to come. Home buyers are again entering the markets with considerable orders, and makers are negotiating firmly at improved rates. There continues to be large sales of pig-iron, and at many of the works extensive and improvements are being carried out to meet a further increase in the demand.

There is now every prospect that a very short time will elapse before the Town Forge at Pontypool will be re-started. The works have been taken by the Messrs. Richards and James, and operations are to be commenced as soon as possible.

The prospects of the Tin-Plate Trade continue to improve through

out the district, and it is not unlikely that additional hands will be required before long.

Equally unsatisfactory is the position of the Steam Coal Trade as was reported last week. None of the collieries that were brought to a standstill at the commencement of June are yet at work, and there appears to be no immediate prospect of a termination of the dispute between the colliers and their employers. The men have received some little more encouragement this week by the arrival of a further sum of money from the Union funds, and by the presence of the great arch agitator, Mr. Halliday, who has attended delegate meetings, and delivered speeches exhorting the men to hold out for their rights, and in the end they will be certain to succeed. Something more is necessary, however, than long speeches and fiery appeals to bring money to the pockets of the unfortunate colliers, and to assist in providing for the maintenance of the thousands of families who must be by this time almost on the verge of starvation; and it is pretty clear that unless Mr. Halliday and his friends who compose the Union are able to find ten times the amount of money that they have hitherto contributed towards the support of the Welsh colliers there will be little chance of the latter holding out for any length of time. The masters have given another proof of their determination to abide by their original decision, by giving notice to quit to the "turn-outs" residing in houses connected with the collieries, and all these notices will expire during this month. This is regarded as a preparatory step to the introduction of fresh hands. A very unusual step has been taken by the "turn-outs" in regard to the firemen, engineers, and other necessary safety officers of the pits. Idle, when they have induced to leave their work without any object whatever, except it be the more completely to destroy the property of the employers. The collieries at work in other parts of the district are well employed, but the men evince considerable jealousy, lest the coal raised should be sold to the propertors whose men are on strike, hence the out-put in many cases is not equal to what it might be if the men worked willingly, and with a desire to raise as much coal as possible. The following resolutions were passed at a meeting of delegates, held at Mountain Ash, on Wednesday :—1. That this meeting of delegates greatly disapprove of the conduct of the engineers and firemen in not giving notice on June 30, as was agreed, to all the mass meeting held at Eglwyswyo, —2. That this meeting urge and hope that the above-named engineers and firemen will not do any kind of work but that which really belongs to their branch; and, further, that they will do their utmost for the success of the workmen in the present trial.—3. That this meeting, after giving the greatest possible consideration to their position, most firmly adhere to their former resolution of standing out until they will obtain the reasonable and just demand of 5 per cent. advance.

THE TIN TRADE.—The prosperous position of the market for tin and the assurance that even better prices will for some time rule cannot fail to have a highly favourable influence upon tin mining enterprise in Cornwall. The excess of deliveries over current shipments as shown by the most recently published returns approaches a thousand tons, and from the prospects of the trade but little doubt is entertained that the returns for July will show a still further reduction in stocks.

THE MINERS' ASSOCIATION—THREE GOOD EXAMPLES.—His Royal Highness the Prince of Wales has been pleased to sanction a donation of twenty guineas to the Miners' Association of Cornwall and Devon, out of the revenues of the Duchy of Cornwall. The Right Hon. the Earl of Mount Edgcumbe is also recently pre-entitled to the society; and his Grace the Duke of Leeds has become an annual subscriber of 5s.

WALES.

THE TALIESEN MINING COMPANY (LIMITED).

Incorporated under the Companies Acts of 1862 and 1867, with Limited Liability.

Capital £30,000, in 6000 Shares of 5s each.

Deposit £1 per share to be paid on application, and £1 10s. on allotment.

Call of £1 per share 1st February, 1872.

Shareholders have the option of paying up their shares in full, and can have their receipts exchanged for share warrants to bearer.

In case of no allotment being made, the deposits will be returned in full.

Should a smaller number of shares be allotted than are applied for, the balance of the amount deposited will be credited towards the sum due on allotment.

DIRECTORS.

N. W. J. STRODE, Esq., Camden Park, Chislehurst, and the Albany, Peckham.

JAMES SYDNEY STOPFORD, Esq., 3, Halkin-place, Belgrave-square.

WALTER L. GRANVILLE, Esq., Ivy House, Hampton Court.

EDMUND BURKE, Esq., 85, Avenue-road, Regent's Park.

AUDITOR—E. P. ROWSELL, Esq., 60, Gracechurch-street.

BANKERS.

LONDON AND COUNTY BANK, and NORTH AND SOUTH WALES BANK.

SOLICITORS.

Messrs. BANNISTER and ROBINSON, Rectory House, Martin's-lane, E.C. CONSULTING ENGINEER AND MANAGER.

T. RANDOLPH MELLOR, Esq., Civil Engineer, 34, London Wall, Moorgate-street.

SECRETARY (pro tem.)—Mr. JOHN WILLIAMS.

OFFICES—RECTORY HOUSE, MARTIN'S LANE, CANNON STREET, E.C.

PROSPECTUS.

This company is formed for the purpose of acquiring, working, and developing the Taliesin Silver-Lead Mines, near to the village of Taliesin, on the high road from Aberystwyth to Machynlleth, in Cardiganshire, from both of which it is distant about nine miles. The property lies about one mile from the Aberystwyth and Welsh Coast Railway, and three miles from the shipping port of Aberystwyth. The seat comprises an area of nearly 150 acres, held under lease for 27 years from June 24, 1868, from Sir Pryce Pryse, Bart., at a royalty of 1s. 14d. per ton.

The mines are in the well-known lead mining district of North Cardiganshire, long celebrated for the rich metalliferous character of the ground, which produces lead ores containing a large percentage of silver; the average price obtained during four years' working being 15s per ton for the lead ore.

This property has been carefully examined and reported upon by T. Randolph Mellor, Esq., the consulting engineer, who has made a thorough survey of the estate, both above and below ground. It has also been specially examined by Capt. John Pault, of Cwm Brynion, Goginan, who has resided many years in the neighbourhood, and who is well acquainted with the min-s; and by William Skewes, Esq., the eminent mining engineer, of Tavistock, Devon. Extracts from their reports are annexed hereto, and the full reports, with plans and sections of the mines, can be seen at the offices of the company, where all further information may be obtained.

There are no less than 10 distinct lodes visible on the surface of the seat, but only two of them have been worked upon to any extent, and at adit level, where large quantities of silver-lead ore have been taken away, proving beyond doubt the rich character of the veins. Levels have been driven for more than 200 fms., to 17 fms. below adit, and the lode between these levels is almost intact, and ready for immediate working. It is now intended to develop these workings, and also to open out the mine at greater depths.

The directors desire to draw particular attention to the following extract from their engineer's report :—These workings will yield from 15 cwt.s. to 2 tons of ore per fathom, but in the following estimates of the result of the working of the mine I have taken the moderate average of 1 ton only, and at that rate the profit will be sufficient, after providing for wear and tear and renewals, to pay a dividend of 25 per cent. on the paid-up capital. If, however, the mine be opened out as proposed, there is no doubt in my mind that the quantity of lead will be found in much greater proportion."

The directors have carefully examined the estimates made by their engineer of the expenditure required for working and developing the mines, and of the income to be expected therefrom, which are based upon the calculation of 1 ton only of ore per fathom, and they have satisfied themselves that the working of the mine at the present level will yield immediately a fair profit, whilst by vigorously extending and developing the property at lower levels, which may be done within the estimates, the mine will, they believe, under proper management become as valuable as any in this well-known district, and prove a highly remunerative investment.

The directors have made arrangements for the general management of the undertaking for a percentage of 10 per cent. on the net profits.

A contract has been entered into, dated the 30th June, 1871, between Edmund Burke, Esq., and the company, for the acquisition by the company of all rights and interests in the mines, together with all the machinery, pumps, buildings, and other materials on the premises, for the sum of £15,000; of which £10,000 is to be paid in fully paid up shares, and £500 in cash, out of which latter sum all charges for preliminary expenses incurred in the establishment of the company are to be paid. Mr. Burke has agreed to forego any dividend on half the above shares (viz., £500) for the first three years, unless the net profits of the company shall amount to 10 per cent. per annum on the whole paid-up capital of the company during that period.

Prospectuses and forms of application may be obtained at the office of the company, Rectory House, Martin's-lane, Cannon-street, E.C.

London, 6th July, 1871.

The following is a copy of the Memorandum of Association of the company.

The Companies Acts, 1862 and 1867. Company limited by shares.

MEMORANDUM OF ASSOCIATION OF THE TALIESIN MINING COMPANY, (LIMITED).

1.—The name of the company is the Taliesin Mining Company (Limited).

2.—The registered office of the company will be situated in England.

3.—The object for which the company is established are—the acquisition of a lease of the mine or mines known as the Taliesin Mines, situated in the parish of Llanycil, in the county of Cardigan, Wales, now held by lease, dated 24th June, 1868, granted by Sir Pryce Pryse to Edmund Burke, Esq., and the purchase or taking on lease or hiring or otherwise acquiring any other mineral property or mining rights in England or Wales, and for the working of mines and minerals, and the carrying on the business of a mining company, and purchasing, selling, or otherwise dealing with ores and minerals, or other property of the company, and the doing of all such other things as are incidental or conducive to the attainment of the above objects.

4.—The liability of the members is limited.

5.—The capital of the company is Thirty Thousand Pounds divided into 6000 shares of £5 each.

Prospectuses, forms of application, and the full reports, together with the plan and sections of the mines may be seen at the offices of the company, Rectory House, Martin's-lane, Cannon-street, London, where also any further information respecting the undertaking may be obtained.

ISSUE OF 20,000 SHARES OF £10 EACH,

BEING THE CAPITAL OF

THE LISBON STEAM TRAMWAYS COMPANY (LIMITED).

Incorporated under the Companies Acts of 1862 and 1867, by which the liability of every shareholder is limited to the amount of his shares.

Share capital £20,000, in 20,000 shares of £10 each.

Deposit on application £1 per share, and upon allotment £2 per share.

The balance payable as follows :—

£2 on 1st September, 1871; £1 on 1st November, 1871; £3 on 1st January, 1872.

With option to subscribers of paying the whole amount of the shares on allotment, in which case interest, as referred to herein, will accrue from the date of payment thereof.

DIRECTORS.

HIS EXCELLENCY FIELD-MARSHAL THE DUKE OF SALDANHA (Envoy Extraordinary from the Government of Portugal), London—Chairman.

JOHN CHAPMAN, Esq. (Chairman of the Great Southern of India Railway Company), London—Deputy-Chairman.

Lord HENRY G. LEVNOX, M.P. (Director of the National Bank), London.

CHARLES J. AP'LEBY, Esq. (Deputy-Chairman of the Banco Ayres Nacional de las Vías de Ferrocarril), London.

WILLIAM DENN, Esq. (Chairman of the Oude and Rohilkund Railway), London.

Captain C. E. MANGLES (Chairman of the Royal Mail Steam Packet Company), London.

FRANCIS TOTHILL, Esq. (Director of the Monmouthshire Railway Company), London.

COMMITTEE IN LISBON.

HIS EXCELLENCY COUNT D'AZINHAGA, Lisbon.

His Excellency DON FRANCISCO D'ASSIS D'ALMEIDA, Lisbon.

ENGINEER—FREDERICK H. TEVVETHICK, Esq., C.E., 6, Westminster Chambers, S.W., London.

BANKERS—THE UNION BANK OF LONDON, 2, Princes-street, E.C., London.

THE BANK OF PORTUGAL, Lisbon.

JULY 8, 1871.]

THE MINING JOURNAL.

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NORTH STAFFORDSHIRE.
FREEHOLD MANSION AND ESTATES, AND FREEHOLD AND LEASE-
HOLD COLLIERIES FOR SALE.

In Chancery.
"WILLIAMSON v. WILLIAMSON."

TO BE SOLD, BY AUCTION, pursuant to an Order of the High Court of Chancery, made in a Cause of "Williamson v. Williamson," with the approbation of the Judge to whose Court the said Cause is attached, by Mr. JOSEPH COOKSEY, of the firm of Messrs. Joseph Cooksey and Son, the person appointed to sell the same, at the North Stafford Hotel, Stoke-upon-Trent, in the county of Stafford, on Wednesday, the 2nd day of August, 1871, at Three for Four o'clock P.M., in lots, the undermentioned valuable and extensive

FREEHOLD ESTATES, AND FREEHOLD AND LEASEHOLD COLLIERIES - viz.:

The Greenway Bank and other Estates, late belonging to Hugh Henshall Williamson, Esq., deceased, situate in the parish of Norton-in-the-Moor, Horton Leek, and Bidston, in the county of Stafford, comprising a spacious MANSION, known as Greenway Bank, picturesquely situated among undulating pleasure grounds and plantations, excellent pasture lands, and large ornamental sheets of water, with well-arranged domestic offices, stabling, loose box, and coach-house, ex-eusine lawns, shrubberies, and shady walks, orchard, walled gardens, vineyards, conservatory, and greenhouses; a capital HOME FARM, with farm houses, farm buildings, and yard, and seven servants' and labourers' cottages; several desirable holdings, consisting of homesteads and sound agricultural land, known as the Judge Fields, Woodhouse, Briers Clough, Lady-mote Gate, Lion's Paw, Crowsborough, The Hill, Wickenstone, and The Falls Farms, interspersed with woods and plantations, in a good game district; and TWELVE HOUSES, with outbuildings and gardens, situate at Greenway Bank, Ridgway, Brown Edge, and Wickenstone, the whole being freehold, and containing altogether an area of 763a. 3R. 39P., or thereabouts.

All, also those very valuable FREEHOLD and LEASEHOLD ESTATES, consisting of FARMS and COLLIERIES, situate at PINNOX and CHELL, in the parishes of Burslem and Tunstall, in the said county of Stafford, known as the Little Chell, Chell Green, Pinnox, and the Wood Farms, and the Pinnox Chalkey, Chell, and Oxford Collieries, comprising 470a. 1R. 0P. of freehold lands, with the MINES and MINERALS thereunder, and the farm houses and farm buildings, managers' houses and offices, workmen's dwellings, foundry, fitting shops, smiths' and carpenters' shops, winding and pumping engines, pit shafts, shafts, shears, shovels, and stays; 50 fms. of launders; 50 fms. 34 in. thick dressing floors; poppet heads; 10 wheelbarrows; grinding stone and frame; 3 stampas' axles; frames and gratings; horse whinm; beam stays, and stand shaft tackle; shears, shovels, and stays; 80 fms. of timber; 50 fms. 34 in. thick dressing floors; poppet heads; 10 wheelbarrows; grinding stone and frame; about 5 tons of new and old iron; large quantity of old timber; saw pit frame; carpenters' bench; crab winch; 4 winze hobbles; 50 fms. of ladders; miners' chests; hair sieves; kives; steel; lead; hemp; bolts; bars; iron pipes; iron rods; 2 anvils; vice; screw and screw stock; pulleys; shovels; windlasses; new smiths' bellows; cast-iron bearings; smiths' miners', and other tools; leather; burning house; oven; wood house, 35 ft. by 16 ft.; account house and office furniture; and a variety of other articles and effects to general use in mines.

The mineral property is situate in close proximity to the towns of Burslem and Tunstall, and within a short distance of the Trent and Mersey Canal. A branch of the North Staffordshire Railway to Tunstall, as also the Potteries line, are now in course of construction through the property, and the company are under obligation to complete both these lines before the 15th of July, 1872. The Pinnox and Chell Collieries are traversed by a private locomotive railway leading to a wharf adjoining the main street of the town of Tunstall, which may be readily connected with one or both of the above-named branches of the North Staffordshire Railway.

There is another wharf in connection with these collieries at Brownhills, on the Trent and Mersey Canal, from which the mineral produce is conveyed to South Staffordshire and other districts.

The property also affords convenient sites for the erection of blast furnaces and other ironworks, and contains an ample supply of excellent ironstone, as well as coal suitable for the manufacture of iron.

Cards to view Greenway Bank may be obtained from Mr. JOHN BUTTERFIELD, Boston Mill, Tunstall; and printed particulars and conditions of sale, with plans, may be obtained gratis from Messrs. JOSEPH COOKSEY AND SONS, Auctioneers and Mining Engineers, West Bromwich; Mr. JOHN BUTTERFIELD, Boston Mills, Tunstall; ELIAS DORNING, Esq., 41, John Dalton-street, Manchester; JOHN LANCASTER, Esq., lace Hill, Wigton, and Blitton Grange, Rugby; Messrs. SLATER, HELLS, AND CO., Solicitors, Manchester; Messrs. BROCKLEHURST, WRIGHT, AND MATH, Solicitors, Macclesfield; Messrs. BLAKE AND TRAFFORD, Solicitors, Northwich; Mr. GEORGE LLOYD, Solicitor, Liverpool; Messrs. GREGORY, ROWCLIFFE, AND RAWLE, Solicitors, 1, Bedford-row, London; Messrs. WEDLAKE AND LETTS, Solicitors, 3, Mitre-court, Temple, London, Esq.; and Mr. KEARY, Solicitor, Stoke-upon-Trent; and at the place of HY. LE-MAN, Chief Clerk.

WEDLAKE AND LETTS, 3, Mitre-court, Temple, London
(Agents for William Keary, Esq., of Stoke-upon-Trent, Staffordshire, Plaintiff's Solicitor).

HEPWORTH IRON AND COAL AND PIPE AND BRICK WORKS, NEAR SHEFFIELD.

TO BE SOLD, BY PRIVATE CONTRACT, the IRONWORKS, PIPE AND BRICK WORKS, and COLLIERIES at CROW EDGE, in HEWPOTH, near Hazlehead Station, on the Manchester, Sheffield, and Lincolnshire Railway.

The IRONWORKS consist of two blast-furnaces, one 16 ft. diameter, and the other 19 ft. diameter. The iron produced is among the very best in Yorkshire. The blast engine is powerful, the cylinder 42 in., and 9 ft. stroke; the blast cylinder, 88 in., sufficiently powerful for three or four furnaces. Hot-blast ovens, with the usual hauling machinery. A casting and moulding house, artificers' shops, casting-house, cranes, locomotive engine, weighing-machines, castings, and numerous other buildings.

The CLAYWORKS consist of a powerful high-pressure ENGINE, cylinder 27 in., 4 ft. stroke; grinding and ping mill; 2 clay-pans, one 9 ft., and one 6 ft. diameter; pipe-machine, and 4 large brick and pipe sheds; clay-house; and several well-built brick and pipe kilns.

The FREEHOLD LAND and BUILDINGS contain an area of 104a. 2R. 3P., or less.

There are several RESERVOIRS, with an abundant supply of superior water. These WORKS are situated about a mile from the Hazlehead Station, and are connected with the railway by a branch line worked by a locomotive engine. They are within half-an-hour from Sheffield, and an hour from Manchester.

The COLLIERIES and IRONSTONE MINES are situate in the townships of Heppworth and Fosstone, and are connected with the ironworks by railway.

The MINERALS are held under lease from the Trustees of the Duke of Leeds and others for various terms, about 19 years unexpired.

The COAL BEDS are the Halifax Hard Bed and Halifax Soft Bed; the former is used for boilers and calcining, the latter for smelting, and is one of the best coking coals in Yorkshire.

There is a large field of IRONSTONE nuggets.

There are about 40 acres of Soft Coal on the west side of the throw still unworked, a large proportion of which is already leased.

There is a railway and tunnel for conveying the coal and ironstone to the ironworks, with stationary engine at each end of tunnel.

The Hard Bed Coal and Fire-clay are worked at Crow Edge, adjoining the iron and brick works. The coal is of the unusual thickness of 32 in., and the fire-clay, which lies immediately under the coal, is from 15 to 18 in. thick.

There is a large field of Hard Bed Coal and Fire-clay; the latter is excellent, and can be easily got with the coal. There is a bed of Superior Surface Clay, used for blue bricks.

These works have been established for about twelve years, and have been developed and fitted up with every modern improvement at an enormous cost. The sudden and unexpected death of the last proprietor has caused them to be brought into the market for sale under very exceptional circumstances by his trustee and mortgagee.

The premises are in complete working order, and may be entered upon without delay; very little expenditure beyond the working capital will be necessary.

This concern is well worthy the attention of any individual or company having the command of a moderate capital, and will be disposed of on terms to warrant competition.

The most thorough investigation and examination is invited, and every requisite detail and particulars will be furnished on application to J. N. CRAVEN, Esq., Highbury House, near York; or CHADWICK AND SON, Solicitors, Dewsbury.

N.B.—A considerable proportion of the purchase-money may remain at interest if required. Mr. RICHARD TRAIN, the clerk in charge, will show the works on application.

SURPLUS MACHINERY ON SALE.

FOUR WHEEL TANK LOCOMOTIVE, worked 15 months; splendid STEEL BOILER, by Adamson, 16 ft. by 4 ft. 6 in., cheap; several HORIZONTAL ENGINES, nearly new, and a large quantity of similar and other machinery. ENGINEERS' TOOLS, &c., &c., good as new, and cheap.

C. REEVES, BANK STREET EXCHANGE, MANCHESTER.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBERLAND.

TO BE LET, ON LEASE, the HUNSTANWORTH and NEWBIGGIN ROYALTIES, the former about 3534 acres, and the latter 200 acres, or thereabouts.

The Hunstanworth Royalty adjoins the celebrated W. B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped.

For particulars, apply to JOSEPH DODDS, Esq., M.P., No. 4, Spring-gardens, Charing Cross, London, S.W., and Stockton-on-Tees; Mr. NATHANIEL CLARK, Beamish-park, Fence Houses; or Mr. THOMAS J. BEWICK, C.E., No. 2, Westminster-chambers, Victoria-street, London, S.W., and Haydon Bridge, Northumberland.

FOR SALE, a high-class 25-horse power PORTABLE STEAM ENGINE; also, a 16-horse power, with or without reversing gear.

FOR SALE, cheap, several first-class second-hand PORTABLE STEAM ENGINES, 3 to 14 horse power, in excellent order.

PIT WINDING GEAR made at a short notice suitable for portable engines FOR SALE, a first-class MORTAR MILL.

Apply to—BARROWS AND STEWART, ENGINEERS, BANBURY.

FOR SALE, BY PRIVATE CONTRACT, at PAR CONSOLS, Par Station, CORNWALL, and close to Par Shipping Harbour, ONE 80, and ONE 72 in. cylinder PUMPING ENGINE, and BOILER, 24, 18, and 15 in. WINDING ENGINES and BOILERS, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20 in. PUMPS. H and top-draw pieces; plunger poles; rod plates; and a large quantity of other useful MINING MATERIALS.

Apply to Capt. PUCKEY, St. Blazey, Cornwall.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the WHEAL MARY GREAT CONSOLS MINING COMPANY.—ALL CREDITORS or CLAIMANTS of the ABOVE-NAMED COMPANY who have not received notice from the Registrar of the said Court that their claims have been already admitted, are hereby REQUIRED to COME IN and PROVE their several DEBTS or CLAIMS at the Registrar's Office, Truro, on Tuesday, the 18th day of July instant, at Eleven o'clock in the forenoon, or in default thereof they will be EXCLUDED from the BENEFIT of any DISTRIBUTION made before such proof. And for the purpose of such proof they are either to attend in person, or by their solicitors, or competent agents (or, unless such attendance be required by the Registrar's summons) they are to send affidavits of their several debts or claims to the Registrar of the Court at Truro, such affidavits being sworn before some Commissioner of the said Court or any Commissioner of one of the Superior Courts lawfully authorised to take and receive affidavits and affirmations.

FREDERICK MARSHALL, Registrar.

Dated Registrar's Office, Truro, the 4th day of July, 1871.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the REPERRY TIN AND COPPER MINING COMPANY (LIMITED).—TO BE SOLD, under the direction of the Registrar of the said Court, BY PUBLIC AUCTION, on Friday, the 14th day of July next, at Twelve o'clock at noon, at the REPERRY TIN AND COPPER MINE, in the parish of LANIVET, within the said Stannaries, in One Lot, and subject to such conditions as shall be then and there produced, the INTEREST of the said COMPANY in the MINING SETT or GRANT under which its mining operations have been carried on, and also the undermentioned.

MINING MACHINERY, MATERIALS, AND EFFECTS, viz.:—

ONE 36-in. CYLINDER DRAWING AND STAMPING ENGINE, with 18 ft. fly wheel attached; ONE BOILER, 10 tons.

ONE 8-in. CYLINDER HORIZONTAL HIGH-PRESSURE ENGINE, 2 ft. stroke; 14 ft. 8 in. DOORPEE; 12 ft. 8 in. working; 16 ft. 8 in. windbore; 25 stamp heads; 3 stampas' axles; frames and gratings; horse whinm; beam stays, and stand shafts; 50 fms. of 4 in. rope; 100 fms. of other rope; 60 fms. of 1/2 in. ditto; 15 dressing floors; poppet heads; 10 wheelbarrows; grinding stone and frame; about 5 tons of new and old iron; large quantity of old timber; saw pit frame; carpenters' bench; crab winch; 4 winze hobbles; 50 fms. of ladders; miners' chests; hair sieves; kives; steel; lead; hemp; bolts; bars; iron pipes; iron rods; 2 anvils; vice; screw and screw stock; pulleys; shovels; windlasses; new smiths' bellows; cast-iron bearings; smiths' miners', and other tools; leather; burning house; oven; wood house, 35 ft. by 16 ft.; account house and office furniture; and a variety of other articles and effects to general use in mines.

FOR further particulars, apply to the Bailiff in charge at the said mine, or to—

Messrs. HODGE, HOCKIN, AND MARKACK, SOLICITORS, TRURO.

Dated Registrar's Office, Truro, June 28th, 1871.

VALUABLE AND EXTENSIVE COLLIERIES IN NORTHUMBERLAND FOR SALE, BY AUCTION.

M. R. BROUGH is instructed by the Executors of the late JOSHUA BOWER, to OFFER FOR SALE, BY PUBLIC AUCTION (unless previously disposed of by private contract), at the Queen's Head Inn, Newcastle-upon-Tyne, on Thursday, the 20th day of July, 1871, at Two o'clock in the afternoon, all those

IMPORTANT COLLIERIES,

In the following lots, viz.:—

LOT I.

All that valuable and well-known colliery, called BURRADON COLLIERIES, situated in the parish of Easdon, in the county of Northumberland, and about seven miles from Newcastle-upon-Tyne, with the Weetwood and Annettsford royalties attached, together with the COTTAGES, ERECTIONS, MACHINERY, PLANT, and other effects belonging to and held therewith.

LOT II.

All that valuable and well-known colliery, called COXLODGE COLLIERIES, situated in the parish of Gosforth, in the county of Northumberland, and about two miles from Newcastle-upon-Tyne, with the extensive royalties of Fawdon, Dinnington, and Morley Hill attached, together with the COTTAGES, ERECTIONS, FIRE-BRICK WORKS, FARMS, MACHINERY, PLANT, and STOCK belonging to and held with the same.

The brick works are of recent erection, and the bricks, being of the first quality, command an extensive sale.

The coal of both collieries (a first-class steam coal) is well known in both the London and continental markets.

The former is known in the London market as "Bower's West Hartley Steam Coal," and is on the lists of the English Government, the Peninsular and Oriental Steam Shipping Company's, &c., and the latter is sold by the names of "Kenton West Hartley" and "Bower's West Hartley."

Both coals are shipped on the River Tyne, the collieries in each case being within an easy distance of the shipping places.

These collieries offer an investment seldom to be met with.

Particulars and conditions of sale may be had on application to the Auctioneer; Mr. GEORGE YEADWELL, SOLICITOR, LEEDS; or Mr. GEORGE ARMSTRONG, SOLICITOR, 3, ARCADE, NEWCASTLE-ON-TYNE.

TO COLLIERIES PROPRIETORS, AND OTHERS.

IMPORTANT SALE AT THE NANT COLLIERIES, situate close to the Padeswood Station on the Chester, Mold, and Denbigh Railway, and within three miles of the town of Mold, Flintshire.

MESSRS. CHURTON AND ELPHICK beg to announce that they have received instructions to SELL, BY AUCTION, on Monday, the 24th day of July, 1871, commencing at Eleven o'clock most punctually, the whole of the VALUABLE

COLLIERY PLANT AND MACHINERY.

Comprising a 30 in. horizontal STEAM ENGINE, working 5 ft. stroke, with fittings complete; a 21 in. ditto ditto, with ditto, working 5 ft. stroke; small horizontal STEAM ENGINE, working 2 ft. 4 in. stroke; small PORTABLE ENGINE, with 6 in. cylinder and 14 in. stroke; TANK LOCOMOTIVE ENGINE, with pair of 10 in. cylinders, working 18 in. stroke; egg-end BOILER, 32 ft. long, 6 ft. diameter; tubular ditto, 30 ft. by 7 ft., with two tubes; four tubular ditto, 23 ft. by 6 ft.; railway weighing machine, up to 20 tons, by Hodgson and Stead, Manchester; table weighing machine, up to 1 ton, with set of weights, by ditto ditto; an excellent cart weighing machine, up to 5 tons, by Kitchen, Warrington; cast metal pumping shaft, working 3 ft. stroke, with spur wheel, pedestals, &c., &c.; cast metal T-bobs and pedestals; wood capstan, with about 150 yards of 10 in. (circumference) rope; winding gear; wire ropes; boat ropes; about

ONE HUNDRED TONS OF 60 LBS. RAILS.

With chairs and fish-plates; wrought-iron rails, four sets of points and crossings, 65 wrought wagons, cast metal tipplers, sleepers, blacksmiths' tools, quantity of bark and other timber, very superior circular saw bench, self-acting motion, face plate, cast-iron table, screw fence, pulleys, shafts, &c., complete and quite new; two circular saws, 4 ft. and 3 ft. diameter; the whole of the pumps and pump rods in pits; a quantity of saw timber for wagon frames; a variety of chains, pulley blocks, winding cages, pit-head frame, wood sheds, quantity of round, square, and flat workable iron, an assortment of nails, an excellent Milner's patent iron safe, copying press, office furniture, and other miscellaneous effects.

N.B.—Descriptive catalogues, containing full particulars, may be obtained five days prior to the sale at the offices of the Auctioneers, Chester and Whitchurch, Shropshire.

LLANELLY RAILWAY AND DOCK COMPANY.

TO BE SOLD, BY PRIVATE TENDER:—OLD COPPER.....About 1½ tons.
WROUGHT IRON SCRAP.....24
WROUGHT IRON SHAVINGS.....1
OLD CAST IRON.....16
OLD SPRING STEEL.....2

May be seen at Llanelly Dock on application to MR. HEPBURN, Locomotive Superintendent, from whom Forms of Tender may be obtained.

Tenders, to be addressed to the undersigned, will be received on or before the 22nd instant.

RICHARD GLASCODINE, Secretary.

BUCKLEY COLLIERY, NEAR MOLD, FLINTSHIRE.

TO BE SOLD, BY PRIVATE TREATY, this EXCELLENT COLLIERIES, area about SIX HUNDRED ACRES, containing the MAIN and OTHER COALS, and is in FULL WORK, situate close to the extensive fire-brick works, a tramway connecting some of the same with the pits, and a branch railway that is partly made is intended to join the Connah's Quay Railway, which communicates with the shipping port at Connah's Quay. There is also an extensive land sale for house fire and potters' coals.

For further particulars, an order to view, and to treat, apply to B. MART, Mining Engineer, Stock-on-Trent.

SHALE TO LET IN SCOTLAND.

S. HALE AND MINERAL FIELD, in the LANDS of ALDERSTONE, Parish of MIDCALDER, County of EDINBURGH, TO LET ON LEASE. It is close to the New Park Station, Caledonian Railway, and in the immediate neighbourhood of the celebrated Shale Oil-producing Works of Messrs. Young and Co.

RAILWAY WAGON WORKS, BARNSLEY.
M E S S E R S . G . W . A N D T . C R A I R
 ARE PREPARED TO
 SUPPLY COAL AND COKE WAGONS
 OF EVERY DESCRIPTION,
 Either for cash, or by deferred payments through wagon-leasing companies,
 WAGONS PROMPTLY REPAIRED

LOCOMOTIVE TANK ENGINES

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES,
 CONTRACTORS, IRONWORKS, MANUFACTORIES, &c., from a
 superior specification, equal to their first-class Railway Engines, and specially
 adapted to sharp curves and heavy gradients, may always be had at a short
 notice from—

MESSRS. BLACK, HAWTHORN, AND CO.,
 LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
 GATESHEAD-ON-TYNE.

London Office: 118, CANNON STREET, E.C.

MECHANICAL VENTILATORS FOR MINES.

MESSRS. BLACK, HAWTHORN, AND CO.,
 LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
 GATESHEAD-ON-TYNE,

HAVE now a specialty for the construction of the "GUILB" FAN, with their Engines designed expressly for them. Tenders sent on application.

London Office: 118, CANNON STREET, E.C.

CRUSHER ROLLS.

T H E S A N D Y C R O F T F O U N D R Y A N D E N G I N E W O R K S
 COMPANY (LIMITED),
 Are now MANUFACTURING CRUSHER ROLLS of PECULIARLY HARD
 and TOUGH METAL, and are OPEN to UNDERTAKE the SUPPLY of ANY
 QUANTITY, and to any PATTERN REQUIRED.

Prices and particulars of the above, and of every description of Mining Engines, Boilers, Forgings, Pitwork, Water Wheels, Crushing, Dressing, and Amalgamating Machinery, and Mining Tools of all kinds, &c., &c., may be obtained on application at the works of the company.

SANDYCROFT, near CHESTER; or at their London Office,

MESSRS. JOHN TAYLOR AND SONS, 6, QUEEN STREET PLACE, E.C.

WALKER'S ROTATING STAMPING AND CRUSHING MACHINE.

The attention of MINERS and EXPLORERS is directed to the IMPORTANT ADVANTAGES which these machines offer, both for PROSPECTING and for PERMANENT MINING WORKS. They are light and easy of transport, and, having a high fall, do a large quantity of work, require little power, and always keep the face of the stamp square. Address,—

12, JAMES STREET, OLD STREET, E.C.

THE BURLEIGH ROCK DRILL.
THE BEST AND ONLY PRACTICAL DRILL

IT DOES NOT GET OUT OF ORDER.

PROGRESSES through Aberdeen granite at the incredible rate

10" per minute.

SAVES £5 a day as compared with hand labour, independent of the enormous saving effected in the general expenses, such as PUMPING, VENTILATION, INTEREST OF CAPITAL, &c., from the fact of the "put out" being increased four-fold.

DRILL POINTS.—The saving in steel alone is considerable. One drill will go through 20 feet of Aberdeen granite without sharpening.

Orders received and executed solely by—

MESSRS. CHAS. BALL AND CO., of 26, NEWGATE STREET,
 E.C., LONDON,
 ENGINEERS, CONTRACTORS, AND GENERAL MERCHANTS.

J O H N H O R S L E Y
 IRON AND METAL AGENT,

S T . A N N ' S S Q U A R E , M A N C H E S T E R .

PERMANENT CONTRACTORS, and COLLIERY RAILS, in STEEL OR IRON
 Wrought-Iron or Steel Weldless Locomotive Carriage and Wagon Tyres.
 Iron and Steel Straight and Cranked Axles, Wheels and Axles, Railway Chairs,
 Fish Plates, Bolts and Nuts, Spikes, Cranes, Jacks, Rivets, Hurdles,
 and Chains.

Black or Galvanised Telegraph Wires, Fencing Wire.

BLACK, OILED, and GALVANISED CORRUGATED SHEETS.

Rolled Iron Joints, Wrought-Iron Girders, Roofs, Bridges, Tanks, Boilers, &c.
 Boat Girder, Tank Bridge and Boiler Plates.

Angle, Tee, and Girder Iron.—Nail Rods, Tin Plates, Hoops, Sheets, Lead, Copper,
 Tin, Zinc, and Speiser.
 Hot and Cold Black Pig Iron, &c., &c.

THE PATENT SELF-ACTING MINERAL DRESSING MACHINE COMPANY (LIMITED).

T. CURRIE GREGORY, MINING ENGINEER.

OFFICES, 62, ST. VINCENT STREET, GLASGOW

This company grants licensees, under their patents, for the use, singly or in combination, of the most approved machinery for dressing ores, comprising Stamps, Jiggers, Side-blown Percussion Tables, Classifiers, and Buddles.

The whole in combination are in successful operation at Rhosyddol Mines, Machynlleth, and the Bog Waste, Shropshire.

The Jiggers are largely used at the Van, Caldbeck Fells Mines, and at many mines, with unequalled success.

Self-acting Flows are in course of construction at various Mines in England and Scotland, regarding which Mr. GREGORY will be pleased to give information, answer all enquiries, and give orders for inspection.

He is prepared to give designs and estimates for the supply of Machinery, and for the laying out of Flows.

LICENSED MAKERS FOR GREAT BRITAIN.

Messrs. WILLIAMS, Perran Foundry Company, Cornwall, for Cornwall west of Truro.

Messrs. WILLIAM WEST AND SONS, St. Blazey, for Cornwall east of Truro, to Callington.

Messrs. NICHOLLS, MATTHEWS, AND CO., Tavistock, for Cornwall east of Callington, and for Devon.

Mr. GORGE GREEN, Engineer, Aberystwith, for the shires of Pembroke, Carmarthen, Cardigan, Radnor, Merioneth, Carnarvon, part of Montgomeryshire, Flint, Denbigh, and Anglesea.

Messrs. EASTON AND TATTERSALL, Leeds, for part of Montgomeryshire, Cheshire, Shropshire, Derbyshire, Staffordshire, Isle of Man, and Yorkshire south of Ripon.

Messrs. PATTISON, DAVIDSON, AND SPENCER, Hexham, for Northumberland, Cumberland, Westmoreland, Durham, and part of York-shire north of Ripon.

Messrs. THOMAS LAMB AND SONS Glasgow, for Scotland.

All are licensed to make for Foreign Parts.

T. CURRIE GREGORY, Secretary.

M E S S E R S . O X L A N D A N D H O C K I N G ' S
PATENT SELF-ACTING CALCINER,
 FOR BURNING OR ROASTING TIN,

And other ores containing Arsenic, Sulphur, and other volatile matters.
 This calciner has now been in full operation for upwards of two years, and its efficiency may be judged by the following testimonial:

Wheat Basset, 31st January, 1871.

To Messrs. Oxland and Hocking.—We have pleasure in stating that your calciner has been in full work in these mines for upwards of two years, and continues to give every satisfaction. We believe it to be superior to any other kind of calciner yet erected for burning tin ores, the ores being better burnt, and effecting a great saving of fuel.

W. W. MARTYN, Manager.

W. T. TREVENA, } Agents.

W. H. PASCOE, } Agents.

The Devonshire Great Consolidated Copper Mining Company,

Tavistock, 26th January, 1871.

During the past twelve months Messrs. Oxland and Hocking's patent revolving calciner has been in full operation at the arsenic works of these mines, and the result has exceeded our utmost expectations. The process is easy, regular, and economical, effecting a clear saving of at least 50 per cent. on the usual mode of reduction by means of ordinary furnaces.

(Signed) JAMES RICHARDS, Superintendent.

Wheal Jane Mine, 2nd December, 1870.

Messrs. Oxland and Hocking's patent calciner is in full work, and is a complete success.

(Signed) WILLIAM GILES, Manager.

WILLIAM GILES, Jun., Agent.

Pendarves United Mines, Camborne, 14th February, 1871.

I have great pleasure in saying that your patent calciner continues to give entire satisfaction, and is capable of doing any amount of work if properly served. In the absence of the clerk, whose book will show the exact quantity of coal, I can only say we are consuming considerably less than half what we did with the ovens.

(Signed) REGINALD T. GRYLLS, Purser and Manager.

Terms for erection, and every information, may be obtained on application to the Patentees—Dr. OXLAND, Compton Gifford, Plymouth; or to Mr. JOHN HOCKING, Jun., Trewiragle-Terrace, Redruth.

THE MINING JOURNAL.

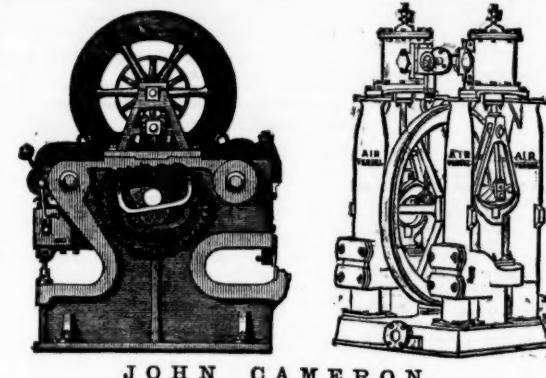
THE HOWARD SAFETY BOILER,

For STATIONARY and MARINE ENGINES, has the following advantages:—SAFETY; NO RISK from DANGEROUS EXPLOSION; HIGH-PRESSURE STEAM, with ECONOMY OF FUEL; perfect circulation, and ready means of removing sediment.

Saving of cost and time in repairs; portability, and, for export, great saving in freight.

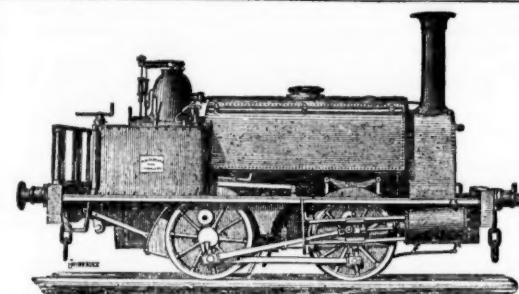
Patentees and Manufacturers: J. and F. HOWARD, Britannia Iron Works, Bedford.

LONDON OFFICE: 4, CHEAPSIDE (three doors from St. Paul's).



JOHN CAMERON,
 MAKER OF

STEAM PUMPS, PORTABLE ENGINES, PLATE BENDING ROLLERS,
 BAR AND ANGLE IRON SHEARS, PUNCHING AND SHEARING
 MACHINES, PATENTEE OF THE DOUBLE CAM LEVER
 PUNCHING MACHINE, BAR SHEARS, AND RAIL
 PUNCHING MACHINES,
 EGERTON STREET IRON WORKS,
 HULME, MANCHESTER.



TANK LOCOMOTIVES,
 FOR SALE OR HIRE.
 HENRY HUGHES AND CO,
 LOUGHBOROUGH.

W. GÜNTHER,
 CENTRAL ENGINEERING WORKS OLDFHAM,
 MANUFACTURER OF MOST IMPROVED
 Silent Fans for blowing and exhausting.
 " " and Steam Engines combined, for ventilation.
 Direct-acting Steam Fans.
 Centrifugal Pumps and Pumping Engines.
 Turbine Water Wheels, for high and low falls, and variable quantities of water.
 Cast-iron Smiths' Hearths.
 General Engineering Work.
 ILLUSTRATED PRICE LISTS AND REFERENCES ON APPLICATION.

BICKFORD'S PATENT
 FOR CONVEYING
 CHARGE IN

SAFETY FUSE,
 FIRE TO THE
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Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXPOSITION" held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION" in Dublin, 1865; at the "UNIVERSAL EXHIBITION" in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.

BICKFORD, SMITH, AND CO. of TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—EVERY COIL OF FUSE MANUFACTURED BY THEM HAS TWO SEPARATE THREADS PASSING THROUGH THE COLUMN OF GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS AS THEIR TRADE MARK.

BENNETT'S SAFETY FUSE WORKS,
 ROSEKAR, CAMBORNE, CORNWALL.

BLASTING FUSE FOR MINING AND ENGINEERING PURPOSES.

Suitable for wet or dry ground, and effective in Tropical or Polar Climates.

W. BENNETT, having had many years' experience as chief engineer with Messrs. Bickford, Smith, and Co., is now enabled to offer Fuse of every variety of his own manufacture of best quality, and at moderate prices.

Price Lists and Sample Cards may be had on application at the above address.

MACHINERY FOR MINES AND SLATE QUARRIES

SAWING, PLANING, DRESSING, AND ROCK-BORING MACHINES FOR SLATE.

WATER BALANCES, WATER WHEELS, WINDING AND PUMPING MACHINERY; and PLANT of every description for MINES or QUARRIES.

STEAM ENGINES—STATIONARY, MARINE, or LOCOMOTIVE.

BOILERS AND GIRDER WORK.

SHAFTING, PULLEYS, AND GENERAL MILLWORK.

MACHINERY AND GENERAL CASTINGS.

SPUR AND BEVEL WHEELS of any diameter or pitch moulded by machinery

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UNION IRON WORKS, CARNARVON.

JOHN AND EDWIN WRIGHT,
 FATEES.

ESTABLISHED 1770.

MANUFACTURERS OF EVERY DESCRIPTION OF IMPROVED

PATENT FLAT AND ROUND WIRE ROPES

From the very best quality of charcoal iron and steel wire.

PATENT FLAT AND ROUND HEMP ROPES.

SHIPS' RIGGING SIGNAL AND FENCING STRAND, LIGHTNING CONDUCTORS STEAM PLOUGH ROPES (made from W. and H. Horsfall's patent steel wire), HEMP, FLAX, ENGINE IRON, COTTON WASTE,

TARPALING, OIL SHEETS, LATTICE CLOTHS, &c.

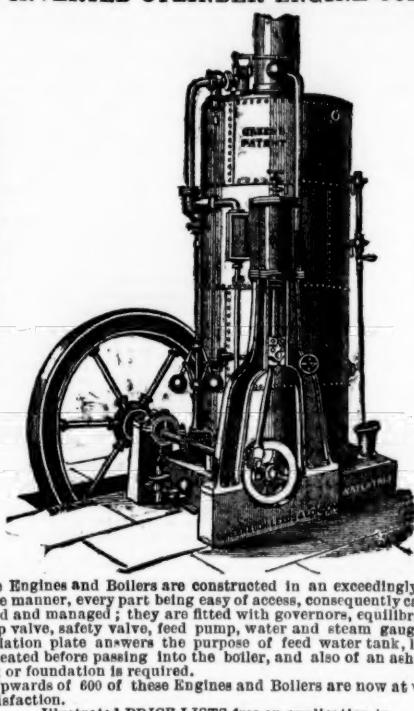
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GREEN'S PATENT BOILERS,
 WITH INVERTED CYLINDER ENGINE COMBINED

Speciably adapted for Contractors, Joiners, Farmers, Mills, Dyers, Cabinet-makers, Brick-makers, Workshops, Printing-offices, &c.



The above Engines and Boilers are constructed in an exceedingly substantial and simple manner, every part being easy of access, consequently can be readily understood and managed; they are fitted with governors, equilibrium throttle valve, stop valve, safety valve, feed pump, water and steam gauges complete. The foundation plate answers the purpose of feed water tank, in which the water is heated before passing into the boiler, and also of an ash-pit, and no brickwork or foundation is required.

N.B.—Upwards of 600 of these Engines and Boilers are now at work, giving entire satisfaction.

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Prize Medal—International Exhibition, 1862.



CHAPLIN'S PATENT PORTABLE STEAM ENGINE:

FOR PUMPING AND WINDING.
 SPECIALLY ADAPTED for PITS, QUARRIES, &c.

SIMPLE and STRONG; require NO FOUNDATION OR CHIMNEY STALK, and are EASILY ERECTED or REMOVED.

Sizes, from 2 to 30-horse power.

Stationary Engines, 1 to 30-horse power, with or without gearing.

Steam Cranes, 30 cwt., to 20 tons, for wharf or rail.

Hoisting Engines, 2 to 30-horse power, with or without jib.

Contractor's Locomotives, 6 to 27-horse power.

Traction Engines, 6 to 27-horse power.

Ships' Engines, for winding, cooking, and distilling, passed by H.M. Government for half water.

Steam Winches, Engines and Boilers for light screw and paddle steamers.

WIMSHURST & CO. Engineers,

AWARDED TWENTY GOLD AND SILVER FIRST-CLASS PRIZE MEDALS.

IMMENSE SAVING OF LABOUR.
TO MINERS, IRONMASTERS, MANUFACTURING CHEMISTS, RAILWAY COMPANIES, EMERY AND FLINT
GRINDERS, MCADAM ROAD MAKERS, &c., &c.**BLAKE'S PATENT STONE BREAKER,
OR ORE-CRUSHING MACHINE,**

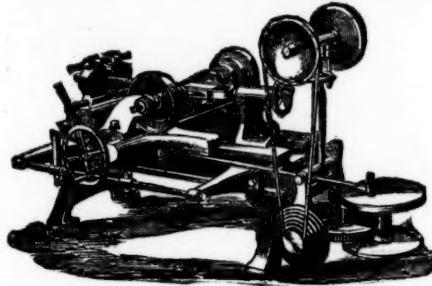
FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.

This is the only machine that has proved a success. This machine was shown in full operation at the Royal Agricultural Society's Show at Manchester, and at the Highland Agricultural Society's Show at Edinburgh, where it broke 1½ ton of the hardest trap or whinstone in eight minutes, and was awarded two first-class silver medals. It has also just received special gold medal at Santiago, Chile.

It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England. Read extracts of testimonials:



For illustrated catalogue, circulars, and testimonials, apply to—

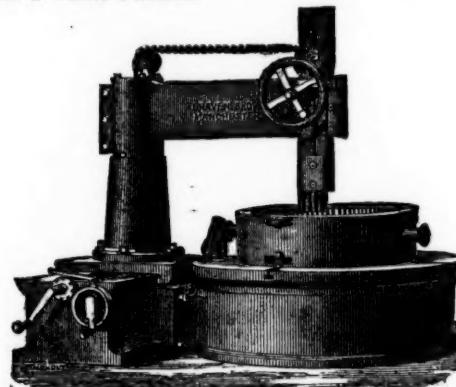
H. R. MARSDEN, SOHO FOUNDRY,
MEADOW LANE, LEEDS,
ONLY MAKER IN THE UNITED KINGDOM.**Patent Duplex Cotter-Hole and
Key-Bed DRILLING MACHINE.**

The advantage of this Machine is, that the Drills are only requisite to be half the length of the Cotter-hole required to be cut, as they operate simultaneously from both sides of the object, meeting accurately in the middle, and doing the work in less than half the usual time, besides producing a smooth hole on account of short, stiff Drills being used, thus producing a much better class of work, hitherto unattainable by the Machines with one long Drill.

The Machine is made in three sizes, and often made with double set of Head Stocks, to drill both ends of a connecting rod at the same time.

**Improved WHEEL-MOULDING
MACHINE.**

This Machine will Mould the Teeth of Bevel, Spur, and Worm Wheels, also Straight Racks, of any Pitch with a whole Pattern.



Some of the many advantages in the use of this Machine are, that the Teeth of Wheels are perfectly straight across the Tooth, no taper being required to draw the pattern; the Wheels are true in diameter, not depending upon a wood model, which sometimes alters in shape; Wheels of any pitch and form of teeth can be moulded without the use of a whole expensive pattern; and wheels to work into each other can be made mathematically correct in form, at the small cost of segment patterns.

The Machine is made in various sizes to mould wheels of any diameter.

**CAVEN BROTHERS,
MAKERS OF EVERY DESCRIPTION OF MACHINE TOOLS,
Vauxhall Ironworks, Osborne Street, Manchester.****TO PROPRIETORS OF MINES, COLLIERIES, AND IRONWORKS.**

A SAVING OF AT LEAST £20 A TON

MAY BE EFFECTED BY ADOPTING

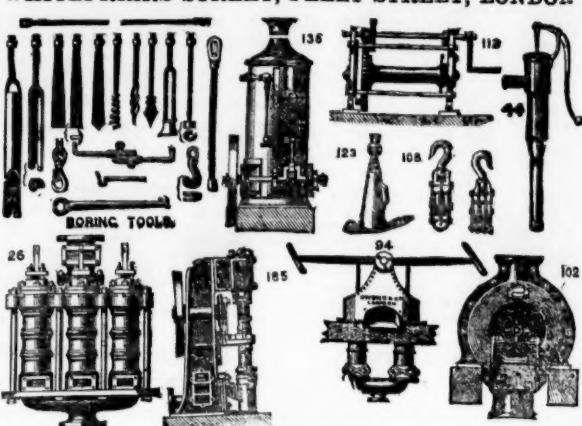
THE DON LUBRICATING OIL.

It has been in use now for nearly three years by the WIGAN COAL AND IRON COMPANY, whose Manager, Mr. ALFRED HEWLETT, says—"I have used the Don Oil for nearly two years, and FIND IT TO ANSWER exceedingly well for the purposes of lubrication."

We have also most flattering written opinions, which could be produced, from Mr. THOMAS EMMERSON FORSTER, M.E., of Newcastle-upon-Tyne; from Mr. HARTOP, of Elsecar; from Messrs. VICKERS, SONS, and Co., of Sheffield; and from numbers of others. In face of such indisputable testimony, it is simply a WASTE OF MONEY to use the common kinds, which are nearly DOUBLE THE PRICE. Trials may be made AT OUR EXPENSE: particulars forwarded on application.

AGENTS WANTED, or special arrangements might be made with parties introducing it to their friends.

**DUNCAN BROTHERS, Sole Importers,
London Office,—2 BLOOMFIELD STREET, LONDON WALL.
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S. OWENS AND CO.Hydraulic and General Engineers,
WHITEFRIARS STREET, FLEET STREET, LONDONMANUFACTURERS OF
BORING TOOLS, for testing ground for Minerals, Bridge Foundations, Artesian Wells, &c., to any depth.

- No. 26.—Treble Barrel and other Deep Well Pumps.
- No. 136.—Vertical and other Portable Steam-engines.
- No. 185.—Horizontal and Vertical Steam Pumping-engines.
- No. 112.—Single and Double-purchase Crab Winches.
- No. 108.—Pulley Blocks of all sizes.
- No. 123.—Bottle and other Lifting Jacks.
- No. 94.—Double-barrel Pumps, for Mine or Quarry use.
- No. 44.—Portable Wrought-iron Pumps, ditto ditto.
- No. 102.—Bernays's Patent Centrifugal Pumps, of all sizes.

ALSO EVERY OTHER DESCRIPTION OF
HYDRAULIC AND GENERAL MACHINERY,
COMPRISEDTURINES, WATER WHEELS, WIND ENGINES,
THE HYDRAULIC RAM, FIRE ENGINES, &c.

Catalogues and Estimates on application.

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FOR
GREAT ECONOMYAND
CLEAR WIDE SPACE.For particulars, estimates,
and plans, address,—M'EAR & CO.,
20, BUDGE ROW, CANNON
STREET, LONDON;
54, PORTLAND STREET,
MANCHESTER;
OR,
CORPORATION STREET,
BELFAST.

The above drawing shows the construction of this cheap and handsome roof, now much used for covering factories, stores, sheds, farm buildings, &c., the principals of which are double bow and string girders of best pine timber, sheathed with $\frac{1}{2}$ in. boards, supported on the girders by purlins running longitudinally, the whole being covered with patent waterproof roofing felt. These roofs so combine lightness with strength that they can be constructed up to 100 ft. span without centre supports, thus not only affording a clear wide space, but effecting a great saving both in the cost of roof and uprights.

They can be made with or without top-lights, ventilators, &c. Felt roofs of any description executed in accordance with plans. Prices for plain roofs from 30s. to 60s. per square, according to span, size, and situation.

Manufacturers of PATENT FELTED SHEATHING, for covering ships' bottoms under copper or zinc.

INDODOROUS FELT for lining damp walls and under floor cloths. DRY HAIR FELT, for deadening sound and for covering steam pipes, thereby saving 25 per cent. in fuel by preventing the radiation of heat.

PATENT ASPHALTER ROOFING FELT, price 1d. per square foot.

Wholesale buyers and exporters allowed liberal discounts.

PATENT ROOFING VARNISH, in boxes from 3 gallons to any quantity required, 8d. per gallon.



By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE
MANUFACTURERS,
LONG LANE, SOUTHWAKE, LONDON.

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THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.
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SPECIAL PAMPHLET ON NERVOUS DEBILITY.—Read the Warning Voice on the Special Treatment of Nervous, Mental, and Physical Debility, Lowness of Spirits, Dimness of Sight, Indigestion, &c. Illustrated with cases. Gives rules for cure by the New Medicines. Dr. SMITH, for the benefit of country patients, on receiving a description of their case, send a letter of advice GRATIS. Pamphlet (160 pages) free by post in an envelope on receipt of two stamps.—Dr. SMITH, 8, Burton-crescent, London, W.C.

Just published, post free for two stamps,
WONDERFUL MEDICAL DISCOVERY,
Showing the true causes of Nervous, Mental, and Physical Debility,
Lowness of Spirits, Indigestion, WANT OF ENERGY, PREMATURE DECLINE, with plain directions for PERFECT RESTORATION TO HEALTH
AND VIGOUR IN A FEW DAYS.

The most important fact that these alarming complaints may easily be removed WITHOUT MEDICINE
Is here clearly demonstrated, and the entirely new and highly successful treatment, as adopted by the author, fully explained, by means of which
EVERYONE IS ENABLED TO CURE HIMSELF
Perfectly, and at the least possible cost.

Sent free on receipt of two stamps by W. HILL, Esq., M.A., Berkeley House
South-crescent, Russell-square, London, W.C.

TO NERVOUS SUFFERERS—READ AND JUDGE FOR YOURSELVES.

DR. BARNEs has just published 20,000 copies of the "SECRET FRIEND," a most valuable book to young men on the Treatment and Cure of NERVOUS and PHYSICAL DEBILITY, LOSS OF MEMORY, DIMNESS OF SIGHT, LASSITUDE, PAINS in the BACK, LOCAL WEAKNESS, DEPRESSION OF SPIRITS, &c., with plain directions for perfect restoration to health and vigour. Sent post free on receipt of two stamps. Address, DR. J. A. BARNEs, 1 Lonsdale-square, Barnsbury, London, N.

M. HENRY GIBSON will OPEN his NEW OFFICES at No. 7, ST. BENET PLACE, GRACECHURCH STREET, LONDON, on Wednesday, the 19th of July next, and will then be happy to renew business transactions with all his old friends.

AMERICAN MINES.

M. ROSS BROWNE, formerly United States Commissioner of Mining Statistics, intends RETURNING to the PACIFIC COAST about the 20th of July, and is desirous of FORMING ENGAGEMENTS, in the interest of Purchasers, to EXAMINE and REPORT upon MINES and MINING PROPERTIES in COLORADO, NEVADA, UTAH, CALIFORNIA, and the adjacent States and Territories.

Applications, in writing, addressed to Mr. BROWNE, No. 5, Duke-street, Port-lane-place, will receive attention.

TO MINING COMPANIES, AND OTHERS.

THE LONDON AND COLORADO COMPANY, having responsible connections throughout the entire district of Colorado, can FURNISH the most reliable GEOLOGICAL, TOPOGRAPHICAL, and ENGINEERING SURVEYS, MAPS, PLANS, and VALUATIONS of NEW PROPERTIES, as well as REPORTS and SAMPLES for ASSAY of any particular property required. One member of the company, who resided in Colorado for more than eight years, will again visit it shortly, and would personally report on or negotiate any matter, if required.

For terms, apply to THE LONDON AND COLORADO COMPANY, 2, Winchester-buildings, Great Winchester-street, London.

DICKER'S AUSTRALIAN AND LONDON MINING AND GENERAL AGENCY,

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Established in 1868.

The fullest and reliable information relative to Australian Gold Mine Investments can always be obtained from the undersigned.

THOMAS DICKER,

(Late Editor of the "Mining Record," Melbourne).

M E S S R S . C A M E R O N A N D C O . , S H A R E B R O K E R S , C H E S T E R, having a thorough knowledge of the Lead Mining Districts in Wales, are ENABLED to FURNISH the BEST and MOST RELIABLE INFORMATION on all WELSH MINES.

Messrs. CAMERON and Co. have FOR DISPOSAL, at £1 each, some SHARES in TWO MINES of great promise, which are long to advance considerably in price. Also A FEW SHARES FOR SALE in a VALUABLE COLLIERY that will pay a high rate of interest, and special business operations in Sweetland Creek Gold Mine, Roma Gravels, Tankerville, and Perkins Beach Mines.

OFFICES: BRIDGE STREET CHAMBERS, CHESTER.

B E N J A M I N L I B B Y , M I N E S H A R E D E A L E R , C A M B O R N E , C O R N W A L L , Has FOR SALE the following:—

10 So. Condurrow, £5 1/2. 20 North Crofty, £2 1/2. 10 Rosewall Hill and 10 East Seton, 27s. 5 East Lovell, £1 1/2. Ransom, 22s. 6d.

Information given on the above, or those not mentioned, upon application.

M E S S R S . L I S C O M B E A N D C O . , 39A, S O U T H C A S T L E S T R E E T , L I V E R P O O L , M I N I N G S H A R E B R O K E R S ,

Have the BEST and LATEST INFORMATION on all the LEAD MINES of WALES and the NORTH of ENGLAND, and on all AMERICAN MINES, and are in a position to transact business in most of them at closest market prices.

Messrs. LISCOMBE and Co. issue monthly the "Liverpool Mining Circular," containing special information on all the leading Welsh Mines, which can be had on application.

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M R . J O H N P O O L E , E N G I N E E R , H A Y L E , C O R N W A L L , having had thirty years' experience in the leading manufacturers of the county, is in a good position to procure NEW and SECONDHAND ENGINES, and MINING MACHINERY IN GENERAL, for Foreign and Home Mines.

Inspections and valuations attended to.

C A P T A I N A B S A L O M F R A N C I S , G O G I N A N , A B E R Y S T W I T H , M I N I N G A G E N T , E N G I N E E R , A N D S U R V E Y O R .

The great success which is attending the opening and working of the Mines in the counties of Cardigan and Montgomery, and the many properties placed at the disposal of Capt. ABSALOM FRANCIS, induces him to offer his services, either to ADVISE, INSPECT, REPORT, or SURVEY, for Mining Companies or private shareholders.

For terms, apply to Capt. ABSALOM FRANCIS, as above.

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F R E D E R I C K M I R L S , E N G I N E E R I N G A U C T I O N E E R , V A L U E R A N D S U R V E Y O R , 17, S T . A N N ' S S Q U A R E , M A N C H E S T E R .

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Bourne's Patent Spherical Governors, Bourne's Patent Feedwater Heaters, Bourne's Patent Gas Furnaces, Bourne's Patent Coal-dust Furnaces,

PUMPING ENGINES, STEAM BOILERS.

66, MARK LANE, LONDON.

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M E S S R S . M A T H E R A N D P L A T T , S A L F O R D I R O N W O R K S , M A N C H E S T E R .

IRON AND COAL COMPANIES.

Shares.	Company.	Paid.	Price.
£100 John Abbott and Co. [L.]		£ 75 0 0 ..	22 1/2 per cent.
100 Ashbury Co. [L.]		90 0 0 ..	40 25 dis.
80 Blaenavon Iron and Steel Co. [L.]		70 10 0 ..	1 1/2 dis.
100 Boleckow, Vaughan, and Co. [L.]		30 0 0 ..	30 32 pm.
100 Brown, John, and Co. [L.]		70 0 0 ..	6 1/2 7 1/2 pm.
100 Consett Iron Co. [L.]		70 10 0 ..	4 5 pm.
100 Cambell and Co. [L.]		80 0 0 ..	16 14 dis.
22 Fbbw Vale Co. [L.]		27 10 0 ..	6 5 1/2 dis.
6 Fairbairn Engineering		5 0 0 ..	1 1/2 dis.
20 General Mining Association [L.]		20 0 0 ..	8 10
15 Hopkirk, Glikes, and Co. [L.]		10 0 0 ..	1/2 dis. par.
10 Ironmasters' Company [L.]		10 0 0 ..	—
10 Midland Iron Co. [L.]		5 0 0 ..	6 7 pm. x.n.
25 Mersey Steel and Iron Co. [L.]		11 10 0 ..	75 75 75 dis.
4 Mwyndy Iron Ore [L.]		3 10 0 ..	25 2 dis.
1 Nerburhda Coal and Iron		0 7 0 ..	par.
25 Palmer's Shipbuilding and Iron Co. [L.]		25 0 0 ..	12 2 pm.
20 Parkgate Iron Co. [L.]		65 0 0 ..	1 1/2 2 pm.
15 Hopkirk, Glikes, and Co. [L.]		10 0 0 ..	7 1/2 pm.
50 Rhymney Iron Co. [L.]		50 0 0 ..	20 18 dis.
15 ditto New		15 0 0 ..	6 5 dis.
50 Shetter Iron Co.		50 0 0 ..	21 20 dis.
100 St. Christopher Iron and Coal Co. [L.]		55 0 0 ..	8 1/2 8 dis.
100 Staveley Iron and Coal Co.		60 0 0 ..	42 pm.
100 ditto New		10 0 0 ..	8 9 pm.
100 Thames Iron Company		5 0 0 ..	par. 1 pm.
75 Titus Iron and Steel		6 0 0 ..	—
100 Vancouver Coal [L.]		6 0 0 ..	12 10 dis.
100 Van Iron Ore [L.]		10 0 0 ..	9 11 pm.
100 Wigan Coal and Iron Co.		75 0 0 ..	12 10 dis.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total diss.	Per share.	Last paid.
1500 Alderley Edge, c. Cheshire*		10 0 0 ..	—	10 6 8 ..	0 5 0 ..	Jan. 1869	
500 Blaen Caefan, s-l, Cardig.*		1 0 0 ..	1 1/2 ..	0 1 0 ..	0 1 0 ..	May 1871	
600 Boscastle, t, c. St. Just		1 0 0 ..	—	0 2 0 ..	0 2 0 ..	Apr. 1870	
2000 Botallack, t, c. St. Just		91 5 0 ..	250 ..	230 240 ..	595 5 0 ..	5 0 ..	May 1871
2000 Bronfloyd, s-l, Cardigan*		2 10 0 ..	2 1/2 ..	2 1/2 2 1/2 ..	2 19 0 ..	1 0 ..	Apr. 1871
4000 Brookwood, c, Buckfastleigh		1 16 0 ..	—	—	0 17 6 ..	2 6 ..	Mar. 1871
5 1/2 Bwch Consols, s-l, Cardigan*		4 0 ..	—	—	0 9 0 ..	0 2 0 ..	May 1870
6 1/2 Cashell, t, Cumberl.		2 10 0 ..	—	—	0 14 6 ..	2 0 ..	Dec. 1870
855 Cargoll, s-l, Newlyn		16 5 7 ..	—	—	16 15 6 ..	0 10 ..	Aug. 1869
500 Cook's Kitchen, c, Illogan		19 14 9 ..	30 ..	28 20 ..	58 18 6 ..	0 12 6 ..	Apr. 1871
367 Cwm Erfin, t, Cardiganshire*		7 10 0 ..	—	—	31 18 0 ..	0 5 ..	Jan. 1871
128 Cwmystwyth, t, Cardiganshire		60 0 ..	—	—	394 10 0 ..	2 0 ..	July 1869
280 Derwent Mines, s-l, Durham		300 0 ..	—	—	177 0 ..	2 10 ..	July 1869
1024 Devon Gt. Consols, c, Tavistock		1 0 0 ..	100 ..	100 110 ..	1153 0 ..	4 0 ..	May 1871
655 Ding Dong, t, Guylval		49 14 6 ..	—	—	7 10 0 ..	0 15 ..	Aug. 1869
1432 Dolcoath, t, c. Camborne		32 4 6 ..	170 ..	175 180 ..	257 2 6 ..	3 ..	Apr. 1871
12800 Drake Walls, t, L. Carstock*		2 10 0 ..	—	—	1 3 3 ..	0 1 ..	July 1870
6144 East Cadron, c, St. Cleer*		2 14 6 ..	5 1/2 ..	4 4 1/2 ..	14 11 6 ..	0 2 0 ..	July 1871
300 East Darren, t, L. Cardiganshire		32 0 ..	—	—	197 10 0 ..	3 0 ..	Apr. 1871
6400 East Pool, t, c. Illogan		0 9 9 ..	13 1/2 ..	13 14 ..	11 11 3 ..	0 5 ..	May 1871
1800 East Wheal Lovell, t, Wendron		3 9 0 ..	19 ..	14 15 ..	18 16 0 ..	2 0 ..	May 1871
5000 Frank Mills, t, Christow*		25 0 ..	19 ..	—	78 10 0 ..	0 10 0 ..	June 1871
2950 Gawton, c, Tavistock		3 10 6 ..	—	—	4 8 0 ..	0 2 6 ..	Aug. 1870
15000 Great Laxey, t, Isle of Man*		4 0 ..	16 ..	16 16 1/2 ..	14 3 0 ..	0 6 ..	June 1871
3000 Great Northern Manganese*		5 0 ..	—	—	—	—	—
5000 Great Wheal Vor, t, c. Helston*		40 0 ..	10 ..	10 10 1/2 ..	15 12 0 ..	0 3 0 ..	June 1870
5000 Gunnislake (Clitters), t, c. Illogan*		4 19 0 ..	—	—	0 2 0 ..	1 0 ..	Nov. 1870
10240 Hodrofton, t, near Liskeard*		8 10 0 ..	43 ..	43 45 ..	57 0 0 ..	1 10 0 ..	June 1871
25000 Killaloe, s-l, Tipperary		1 0 ..	—	—	0 2 11 1/2 ..	0 9 1/2 ..	Dec. 1870
165 Levant, t, c. St. Just		10 8 1 ..	—	—	110 1 0 ..	2 0 ..	Aug. 1869
400 Lisburne, t, L. Cardiganshire		18 15 0 ..	6 ..	6 6 1/2 ..	6 18 0 ..	0 4 ..	Apr. 1871
9000 Marke Valley, c, Cardaron		4 10 6 ..	6 ..	6 6 1/2 ..	0 4 6 0 ..	2 1 ..	July 1870
20000 Mining Co. of Ireland, c. l. cl.	</td						